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# Hongkong Daily Press.

ESTABLISHED 1857

THE  
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FOR 1906.

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WINE AND SPIRIT MERCHANTS,  
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[a1342]

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**SHEWAN, TOMES & CO.,**  
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Hongkong, 1st October, 1905. [a2771]

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**FOR SALE OR TO LET.**  
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Dressing, Drying and Bathrooms; distant  
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Servants' Quarters. Can be used as one dwelling  
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For Particulars and Terms, apply to—  
**SHEWAN, TOMES & CO.**  
Hongkong, 16th March, 1905. [a571]

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For further particulars apply to the Company  
Hongkong, 12th July, 1905. [125]

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**DOCTOR WANTED.**

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Hongkong, 23rd April, 1906. [945]

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**COMPETENT STENOGRAPHER** and  
**TYPIST** for Yokohama. State age,  
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Hongkong, 21st April, 1906. [932]

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Hongkong, 7th April, 1906. [830]

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**TOTAL FUNDS AT 31st DECEMBER, 1904**  
£17,161,299.

**I. AUTHORIZED CAPITAL...** £3,000,000  
**SUBSCRIBED CAPITAL...** 2,750,000  
**PAID-UP CAPITAL...** 687,000 0 0  
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The Undersigned, AGENTS for the above  
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Hongkong, 30th June, 1905. [1567]

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**SIEMSEN & CO.**  
Hongkong, 1st January, 1904. [29]

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**SURANCE CO.**  
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Hongkong, 21st April, 1897. [113]

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Hongkong, 23rd April, 1906. [a393]

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**SPARKLING MINERAL TABLE WATER;** Qts., Pts., & Splits.  
**SILENT WATER;** Qts.  
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**PURE TREBLE DISTILLED WATER ONLY** is used in the  
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**PURITY IS GUARANTEED.**  
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15, QUEEN'S ROAD CENTRAL.  
Hongkong, 4th April, 1906. [a34]

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**ALL NEW GOODS IN STOCK.**  
A Trial Solicited. Fit and Satisfaction Guaranteed. Inspection Invited  
Hongkong, 27th May, 1905. [a409]

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" * *	16.75
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**THE LEADING MINERAL WATER OF THE EAST.**  
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[a185]

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112 **S. MINAMI, Manager, Hongkong.**

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**DOUBLE BENEFITS** for TRAVEL ACCIDENTS. FEVER, TYPHOID, and  
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**GRANT & LESLIE,** **GEO. GRIMBLE,**  
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**HONGKONG HOTEL**  
**FIRST-CLASS AND UP-TO-DATE.**  
Dining accommodation for 300 Persons  
163 Bedrooms  
Elegantly Furnished Reception Rooms  
Private Bar and Billiard Rooms for Hotel  
Residents  
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Electric Lighting and Fans  
Every Comfort  
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Ladies' Cloak Rooms  
Matron in attendance  
CHARGES MODERATE, AND NO EXTRAS  
[a40] **H. HAYNES, Manager**

**KING EDWARD HOTEL.**  
**A HIGH CLASS PRIVATE HOTEL.**  
Ladies' Afternoon Tea-Rooms.  
Private Bar and Billiard-Rooms.  
Hot and Cold Water throughout.  
Electrically Lighted. Electric Fans (if  
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Electric Passenger Elevator to each floor.  
Table D'Hôte at separate tables.  
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**MANAGER**  
Hongkong, 24th July, 1905. [a951]

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**SHAMKUN-CANTON.**  
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In the Centre of the Praya Grande.  
Both Hotels under experienced European  
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Every Comfort and Convenience for Residents  
and Tourists.  
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All comforts of a home.  
A most pleasant retreat for those desirous of  
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Comfortable accommodation for travellers  
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[a221] **THE MANAGER.**

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**FURNITURE STORE.**  
**PLATED GLASS AND CROCKERY**  
**WARE, &c., &c.; and FOOCHOW**  
**LAQUERED WARE.**  
68, QUEEN'S ROAD CENTRAL.  
Hongkong, 21st September, 1903. [902]

**THE HONGKONG ICE COMPANY, LD.,**  
have now 40,000 Cubic Feet of Cold  
Storage available at EAST POINT. Stores will  
be Open at 10 A.M. and 4 P.M. daily, Sunday  
excepted to receive and deliver perishable goods.  
**WM. FARLANE, Manager.**  
Hongkong, 18th November, 1901. [a47]

**HONGKONG HIGH-LEVEL TRAM**  
**WAYS COMPANY, LIMITED,**  
**IN LIQUIDATION.**

**LINE TABLE.**

WEEK DAYS.	
7.00 a.m.	Every 10 minutes.
8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.30 a.m.	Every 10 minutes.
9.30 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 15 minutes.
12.45 p.m. to 1.15 p.m.	Every 10 minutes.
1.15 p.m. to 1.45 p.m.	Every 15 minutes.
1.45 p.m. to 3.15 p.m.	Every 10 minutes.
3.15 p.m. to 3.30 p.m.	Every 15 minutes.
3.30 p.m. to 4.00 p.m.	Every 15 minutes.
4.00 p.m. to 6.00 p.m.	Every 10 minutes.
NIGHT CARS.	
6.45 p.m. & 9.00 p.m.	9.45 to 11.15 p.m., every 4 hours.
SATURDAY.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every 4 hours.	
SUNDAY.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 9.30 a.m.	Every 30 minutes.
9.30 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 10 minutes.
1.00 p.m. to 1.30 p.m.	Every 15 minutes.
1.30 p.m. to 4.00 p.m.	Every 10 minutes.
4.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.
NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to 11.15 p.m., every 4 hours.	
SPECIAL CARS by arrangement at the Company's Office, Alexandra Buildings, Des Vœux Road Central.	
<b>JOHN D. HUMPHREYS &amp; SON,</b> Liquidators. Hongkong, 13th July, 1905. [769]	



## INTIMATION

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Correspondents must forward their names and ad-  
dresses with communications addressed to THE EDITOR,  
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Licker.  
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## BIRTH.

On April 21st, at "Villa Branca," the wife of  
A. M. L. SOARES, of a son.

## MARRIAGE.

On April 14th, at St. Francis, JAMES ROBERT  
HAWKINS to HELEN HENRIETTA LEBY, second  
daughter of the late H. J. LEBY, of Shanghai.

## DEATH.

On April 11th, at Chefoo, MARQUETTE ANTONIO,  
wife of Major A. A. S. ANTONIO, Travelling  
Government Emigration Agent, aged 28 years.HONGKONG OFFICE: 10A, DES VOGES ROAD C.  
LONDON OFFICE: 131, FLEET STREET, E.C.

## The Daily Press.

HONGKONG, APRIL 24TH, 1906.

It is almost impossible to gather from the published comments any fair conception of the new Bill to Amend the Merchant Shipping Acts, now before Parliament. We have found space in this issue to reproduce the introductory speech of Mr. Lloyd-George, as giving the most authoritative explanation of its scope and purport; but the comments of our British contemporaries are too varied by party predilections to be useful to us here, where party views lose their force, and where we try to take a broader, more imperial view of such things. The *Standard*, for instance, denounces the humanitarian plea for the Bill as humbug, and says the proposed regulations constitute a very just and very necessary measure of protection for British shipping, which has long suffered under monstrous unfair competition; but that they are woefully incomplete. The *Telegraph* approves, but makes the apparently unnecessary suggestion that they are anti-Cobdenite. The *Express* seizes this point with malicious gloze, and irrelevantly remarks, "The time will come when he and others who are pledged to the anti-national system which is ironically styled 'Free Trade' will be forced to accept the logic of their own convictions by embracing Tariff Reform." It seems a pity that such an important measure cannot be taken solely on its

merits, as an honest attempt to cope with problems long familiar in the shipping world. Certainly we cannot altogether approve of the parliamentary method of the *Parliament* of the Board of Trade. His dippant way of referring to Lascares as hereditary sailors who perhaps manned Noah's ark may be in keeping with the modern idea of the best procedure in the House; but it must jar on old-fashioned ears, the owners thereof have learned to expect a more business-like tone and seriousness from Ministers. The *Globe*, which also draws the same anti-Free-Trade moral as the *Express*, but highly commends the measure, perpetrates an amusing "howler" when it says, "The *inscrutable* foreign shipowner, who now buys unseaworthy ships at dirt cheap prices, and employs these derelicts to carry on trade with England, will find himself shut out from the villainous, but very lucrative, business, while his English rival, relieved from unfair competition, should be, &c., &c." This appears, at first glance a sweeping confirmation of the suggestion by Mr. MORLEY ROBERTS and other scuffling writers that there is a common type of black sheep amongst British shipping firms; but we need hardly mention that the context shows that the *Globe* did not mean it. Not one of the papers whose comments we have read appears able to look at the question from more than one side; and no one appears to have considered it important to decide for whose ultimate benefit such legislation is intended. Otherwise, the *Standard* might not have advanced the criticism that

"we are not a very logical people, or we should see the lengths of absurdity to which a proposal to impose British municipal law on ships flying the flag of other nations would lead. If it is just and wise to be so careful of the lives of foreign seamen that we intend to insist on foreign vessels adopting the Pillsbury mark, carrying life-belts and boats to the number required by our Merchant Shipping Acts, and loading grain as we think it ought to be loaded, then it is also just and wise to insist that the foreign sailor shall be paid the same wages as are paid in British ships, and shall enjoy the same minimum scale of diet which the Bill proposes to make compulsory on British owners."

Labour members look at it from the one point of view that "blacklegs," or cheap foreign sailors, are to be excluded from the mercantile marine as far as possible. Seamen themselves, through their representatives, believe the first essentials to be improving their own condition, as to comfort, dietary, and wages. The owners again, knowing that a tramp steamer can be worked just as well with a "Bago" crew as with a British, argue that if the nation wants British ships to be manned only by British subjects, the country ought to compensate them for the additional cost. If all these different points of view weigh equally with the framers of a Bill, that Bill seems bound to be of an undecided kind, and unlikely to give satisfaction to any section. Yet it is equally difficult for an impartial critic, desiring a fair conclusion, to come at one likely to be useful. The law of supply and demand cannot be ignored; and even if things were so arranged that each nation could reserve to its own subjects its mercantile marine, establishing at the same time minimum and maximum rates of pay, standard accommodation and food, the problem would not be solved, but merely altered. It is fairly certain that the British mercantile marine under present conditions offers a very unattractive career to the rank and file; and if, as was argued, the improvement of these conditions is not "a matter of dividends," it is a matter of freights. If the shipowner has to pay, the shipper has to recoup him. It is the shipper who will probably pay for the pleasure of seeing British shipping "protected" and foreign competition discouraged; and we doubt if the British sailor man will be any better off. An important point is to remember that for him, the conditions of service have always been as bad as they could be, and cheap competition has not made them worse than they used to be. They are improved, really; and if they now seem worse to the man before the mast, it is because he himself has evolved higher standards of comfort, and gone elsewhere to seek it. It looks as if reformers had educated the masses, only to be shocked at their refusal to be content with the conditions to which it formerly pleased "Providence" to call them.

Fochoy felt another earthquake shock on April 14th.

Charing Cross Station was re-opened to traffic on March 19th.

In the week ending April 21st, there were 44 cases of plague at Hongkong, of which 37 ended fatally. In the next 48 hours there were 15 more, of which 13 ended fatally. The total to date is 203 cases, 192 deaths. The smallpox return for the week was nine cases, eight fatal.

The total number of Chinese on the Rand on February 28 was 49,995. The total on January 31 was 47,118. During February 1,943 coolies arrived in the country by the steamship *Indra*, and 1,587 by the *Cranley*. Eighty Chinese died in February, 525 were discharged for repatriation, and 28 were returned to China from the coast.

France has abolished the harassing identification regulations in regard to Chinese immigrants arriving at Saigon. The withdrawal of the regulations takes effect from May 1st. The *Asien du Tonkin* says that this step was hastened by reports that the Chinese coolie class intended to boycott the colony unless the regulations were done away with.

The return of visitors to the City Hall Library and Museum for the week ending the 22nd April, 1906, shows that of non-Chinese there were 267 to the Library and 35 to the Museum; and of Chinese 100 to the former and 3,977 to the latter. The Library was, therefore, used by 267 persons, and the Museum by 3,172.

Inquiries have been instituted by the Government of India into the phenomenon of gold absorption. Sovereigns in prodigious numbers are going out from the Imperial treasuries and are not coming back. What the Government particularly desire to know is whether these sovereigns are passing into ordinary circulation side by side with rupees, or are being buried in secret hoards.

Professor Engler, Director of the Imperial Gardens of Berlin, the well known authority on arid, is travelling in the East. He says the *Agricultural Bulletin*, at some time in the Botanic Gardens of Singapore, collecting and examining the flora, especially the plants of his favourite group. He seemed much surprised to find so large a collection of living and dried plants in the Botanic Gardens.

By kind permission of Lieut.-Col. Atkinson and Officers 119th Infantry, the Band of the Regiment will play the following programme at the U.S.R. Club, Kowloon, to-day, commencing at 4.30 p.m.:

March "The Voice is No. 1"..... Bennett  
Overture "Mirella"..... Grand  
Waltz "Gloire de Dijon"..... And.  
Selection "The Mountebanks"..... Collier  
Song "I Dreamt a Dream"..... Cooke  
Morocan "Salut d'Amour"..... Elger

It is said that the rumours of a revolutionary movement in Peking originated through the ill-temper of a Chinaman in the United States. This Chinaman informed his American dupes that a great anti-foreign movement was expected in China. This led to a scare, and the telegraphing of the news to the Foreign Ministers at Peking. From the Foreign Ministers the news quickly spread to the Palace, whereupon strict instructions were issued to the metropolitan police to carefully patrol and guard the city.

A resident calls our attention to a comment in *London Opinion*, by Mr. A. G. Hales, on "The Indecency of the Japanese Appeal" for famine funds. The only fair point in it is that England has famine-stricken folk of her own. To begin with, there never has been a Japanese official appeal for foreign charity. When Mr. Hales talks of Japan making an alliance because "it suited them," and when he clamours that Japan should buy bread instead of ironclads, he vividly recalls to our mind the story that Basam rode.

Some plain speaking on the connection between the church and brewers was indulged in on the 8th March at the concluding sitting of the Evangelical Free Church Congress at Birmingham. Dr. J. Q. A. Heary, in a paper on "twentieth century reform," said that in one city there were six brewery companies who advertised the names of 311 clergymen as stockholders. Another company boasted of 186 names of ministers and clergymen, while there were nearly 1,700 clergymen and ministers who held approximately £2,000,000 worth of stock in brewery shares and public-house property. Until ministers saw their responsibility in this matter and set a safe example to their flock, they must expect that the churches would continue to play into the hands of brewery lords.

A sarcastic letter in the *Daily Mail* reads:—Sir,—Now that the Government has removed the vexatious restrictions on alien immigrants, I am considering the importation of a number of Chinese (who are the finest gardeners in the world) to work some of the many orchards and fruit grounds in this country which are no longer profitable owing to the free importation of foreign fruit. As English labour for the purpose cannot be obtained at less than 3s. per day per man, I estimate that on such Chinamen employed there would be a saving of 10s. weekly. The East End employers of alien labour do not have to provide expensive "compounds" for their workers, and I therefore assume they would be no difficulty in housing my Chinese on equally economical lines.—One Who Has Lost by Fruit Growing.

We do not think things are quite so bad as represented in the following paragraph from a London paper:—Despatches clearly indicate that the situation in China is growing serious, not only by reason of the internal condition of the country, but because of the complete lack of unity among the Powers, some of whom are taking advantage of the upheaval to press their demands upon an unwilling Government, while others are seizing "rights" first and asking for "concessions" afterwards. When the diplomats have finished their labours at Algiers they might well turn their attention to China, where there no longer exists even the semblance of a European concert. Indeed, it seems as if the long-deferred general scramble for territory was beginning synchronously with the determination of China to keep her country for her own people.

## TELEGRAMS.

["DAILY PRESS" EXCLUSIVE SERVICE.]

## AN ARMY SCANDAL.

LONDON, April 23rd.

A ragging case has occurred in the Scots Guards which has resulted in the Colonel being retired on half-pay and fourteen officers being punished.

## SAN FRANCISCO FIRE OUT.

LONDON, April 23rd.

The fire in San Francisco has finished, leaving twenty-five square miles of ruins.

The number of deaths has probably been exaggerated.

## COTTON STRIKE IMMINENT.

LONDON, April 23rd.

The Lancashire operatives have decided to strike.

[REUTERS' SERVICE.]

## THE SAN FRANCISCO HORRORS.

LONDON, April 21st.

Yesterday was a day of horror in four distinct zones of the city of San Francisco, the fires in which threatened to drive into the sea 20,000 refugees who were huddled together at the Golden Gate; the park and the ferries were overcrowded with half-crazed refugees, who assert that hundreds perished in the flames, including many prisoners in the Hall of Justice. It is reported that Terminal Island, and other seaside resorts, have been destroyed by a tidal wave. All the houses of the millionaires at Cob Hill and Van Ness Avenue have been destroyed; the confusion and distress, amidst hunger and raging thirst, is indescribable. Mr. Rockefeller and other millionaires are contributing huge sums to relief funds.

It is now hoped to save a quarter of the city; 300,000 people are homeless, hungry and thirsting; the police have seized all the food and are distributing it sparingly. General Funston telegraphs that only the most energetic outside efforts can prevent frightful suffering. The Government has directed the purchase of stores and food from the nearest centres, and sent a Secretary to commence an investigation into the best methods for further relief.

[N.C. Daily News Service.]

## THE ITALIAN PRINCE IN JAPAN.

Tokyo, April 16th.

Prince Ferdinand of Udine left Yokohama this afternoon for Kobe.

## THE MIKADO'S CLEMENCY.

Tokyo, April 16th.

The Englishman, H. B. Collins, who was sentenced at Yokohama to eleven years' imprisonment for espionage during the war, has been released by amnesty.

## THE EARTHQUAKE IN FORMOSA.

Tokyo, April 16th.

The earthquake in Formosa on Saturday was more serious than that of the 17th ult., but the damage done is smaller, as the shocks centred in the hilly districts and most of the houses that could be destroyed had been destroyed previously.

## A REFORM IN CHINESE OFFICIALDOM.

Peking, April 17th.

It is shortly to be arranged that officials up to and including the rank of prefect shall be allowed to hold office in their native provinces.

## AN UNPROMISING OUTLOOK FOR THE C.I.P.O.

Peking, April 17th.

It is reported that the control of the Chinese Imperial Postal Administration is shortly to be taken from Sir Robert Hart and the Customs Service and to be placed under independent Chinese direction.

## THE OPENING OF MANCHURIA.

Tokyo, April 17th.

The Foreign Office has issued a communiqué which states that the evacuation of Manchuria has been completed. Antung and Tientsin will be opened on the 1st proximo and Mukden on the 1st of June, after which date foreigners will be allowed to travel in Manchuria except when permission would be particularly detrimental to military affairs. The Japanese Government is, however, unable to give sufficient protection in the existing circumstances.

## DISASTROUS EXPLOSIONS AT OSAKA.

Tokyo, April 17th.

Disastrous explosions took place this morning at three private magazines at Osaka, causing damage to an elementary school and also to a tramcar.

Reports to the *Pioneer* from Shigatae show that the prestige of the Tashi Lama has enormously increased since his visit to India. His reception on returning home was a most enthusiastic one, and for the past month worshippers have been crowding to Shigatae to pay renewed homage. The feelings of the Tibetans towards the British have become most cordial, the news of the honours paid to the Tashi Lama having spread throughout the country.

## BELLIOS MEDAL FOR GALLANTRY.

PRESENTED TO MR. A. H. BROWN.

An interesting ceremony took place on board the a.s. *Wingchai* yesterday afternoon when Mrs. Barnes-Lawrence presented Mr. A. H. Brown, chief officer of that vessel, with the Bellios medal for gallantry. Among those present were Hon. Captain Barnes-Lawrence, Mrs. Barnes-Lawrence, Mr. and Mrs. Bellios, Rev. Mr. Pearce, Mr. J. Dyer Bal, Captain Ramsay, Captain Austin and Mr. C. E. Warren.

Rev. Mr. PEARCE first introduced Mr. Brown to Mrs. Barnes-Lawrence, after which he stated that the company had gathered to recognise the Chief Officer's intrepidity in life-saving. That they were able to be present was due to the creation of a fund in part for life-saving and in part for the promotion of education in the Colony. That fund was created by a former resident of Hongkong, the late Hon. Mr. E. R. Bellios. He thought it seemly and fitting, seeing that this was the first occasion since the lamented death of Mr. Bellios that they, the trustees of this fund, had had an opportunity of mentioning the fact in public that they should pay a passing tribute to the memory of Mr. Bellios. His career as a citizen and patriot was marked by earnest public spirit; his gifts to Hongkong, especially for the promotion of education, were for the most part as timely as they were munificent, and so far as the speaker knew Mr. Bellios he kept steadily in view the promotion of the well-being and the interests of the Colony which was so long under his devoted hand. His spirit with a certain restraint because he spoke in the presence of a son of Mr. Bellios, whom they were delighted to welcome among them. He was sure that what he had said concerning the late Mr. Bellios on the first time he had had occasion to mention him since his death would be regarded as not out of place. If it was generous on the part of Mr. Bellios to create this fund, it was certainly highly honourable for anyone to merit as Mr. Brown merited—the application of the fund or the part of it devoted to life-saving. In order that a larger public might know what they, the trustees, knew concerning the heroic act of Mr. Brown, the act they were present specially to acknowledge, he would place before them a few particulars obtained through inquiry very kindly made by the Hon. Captain Barnes-Lawrence and the harbour authorities. On the 24th of January this year the *Wingchai* left this port on a local run to Macao and had not proceeded far when she encountered a most easterly gale, he was told a gale of quite unusual and extraordinary violence. Some of the facts of that gale were all too sadly in evidence, and the facts of the gale in evidence from the deck of the *Wingchai* was an upturned fishing boat, and near to that a bit of wreckage to which two men were clinging. To lower a boat was out of the question owing to the violence of the sea, but by skillful handling the ship was steered so near as possible to the bit of wreckage—near enough to render it possible to throw a lifebuoy to the two men who were clinging to it. One of the men raised it, but the other was too exhausted to reach out to the help that was thrown to him from the ship's deck. Seeing the condition of this man, who was the speaker believed, in the act of disappearing for the last time, the first officer, Mr. Brown, promptly jumped overboard into that rough sea, and caught the man as he was in the act of sinking, and there was no doubt whatever that through that act of intrepidity and heroism the man's life was saved (cheers). Such was the act they were present to honour. It was a plucky thing to do, and when a man had played the man as Mr. Brown had, his best reward was the consciousness of having done his duty in the face of the gravest peril and having rescued another life from destruction, he would surely carry the memory of that day, when he jumped from the ship's deck into the sea to rescue a man who, but for his brave act, would certainly have perished. Before asking Mrs. Barnes-Lawrence to present the Bellios medal and the certificate, the speaker said he would like to emphasise one point. The man in the water about to sink was a Chinese; Mr. Brown was a non-Chinese. He was quite sure his Chinese friends present would not misunderstand what he was going to say when he mentioned the fact that Mr. Brown jumped overboard to rescue a Chinese from drowning. Next time there might be Chinese on the deck and a non-Chinese struggling in the water or clinging to a piece of wreckage. If such were the case he hoped that what Mr. Brown had done would inspire the Chinese to do likewise. Chinese could do for non-Chinese what a non-Chinese had in this instance done for a Chinaman. In China the Chinese had been doing to rescue a drowning man, but in Hongkong that kind of superstition had been done away with. Records of the Bellios trust showed that Chinese were not lacking in heroism and intrepidity, and in the speaker's opinion they would rise to an occasion like that of Mr. Brown's. He hoped that what that gentleman did would prove the means of inspiring others should a similar occasion arise, and that should be opportunity be afforded any present, they would have the pluck to do what Mr. Brown did on the 24th January (applause).

Mrs. BARNES-LAWRENCE then presented the medal and address. She said, addressing the recipient, that she felt greatly honoured in being asked to do so, as he so nobly deserved them. Rev. Mr. PEARCE said they also felt that some recognition should be taken of the sailors on the side of the ship and did a great deal to help in the rescue. Through Captain Austin they wished to present the sailors with a cheque. Mrs. BARNES-LAWRENCE then handed the cheque to the captain, who said he would see that the wish of the trustees was carried out. Mr. BELLIOS said the pleasant duty left him to perform was to propose a hearty vote of thanks to Mrs. Barnes-Lawrence for presenting the medal. He wished to reiterate what Mr. Pearce said, seeing the amount of good that could be done by an action of the kind between a European and a Chinaman. If Chinese joined in attempts to save life, we should then arrive nearer that happy stage which Britishers are striving for in China, the well-being of the two races. There was an idea among Chinese that to save a man from drowning was unlucky, but he was sure that Hongkong, as they knew it today, had developed to that extent where superstition of the kind could not possibly exist. He remembered a Chinese policeman saving a life and being awarded with a medal such as Mr. Brown was receiving, and he thought it was questioned by Chinese at the time whether the *Wingchai* would suffer for so doing, because he was considered to be acting against Providence. So far as he knew that thing had not occurred. The sooner such an idea was dispelled, the more frequent would be acts of this kind. Mr. Brown, from what he had heard from the Captain of the circumstances, certainly had a difficult task to

perform; there was a high sea running and what he did most men would have thought too big an attempt. He asked all to join him in thanking Mrs. Barnes-Lawrence for attending to present the medal.

CAPT. AUSTIN returned thanks on behalf of Mr. Brown and the sailors. He said he was glad to have Mr. Brown with him as first officer, as there were two of them on board who had medals for life-saving, he being awarded a gold medal for saving a life in the Bay of Biscay. Hon. Captain BARNES-LAWRENCE, on behalf of his wife, returned thanks for the kind manner in which Mr. Bellios had referred to her, and said she was gratified with the pleasing part she had been asked to take in the afternoon's proceedings. They owed a debt of gratitude to the trustees of the Bellios fund for being invited to be present at an interesting ceremony. When he boarded the *Wingchai* he could not help considering the difference between the 24th January and the present, but they had only to recall Mr. Pearce's narrative of the rescue to know what it was like on her at that time. When the facts of the case were first brought to his notice he experienced that pride of freemasonry which was so generally observed among nautical men when one or other of the profession distinguished themselves. On the other hand, he was quite convinced during the 35 years of sea service he had had, that all sorts of brave acts were constantly taking place by those who had the honour to belong to that grand service—the British Mercantile Marine. The speaker dwelt on the necessity of having a good man at a ship's helm, and said that the present rescue was made possible by Captain Austin who was then at the helm. It was exceedingly gratifying to learn that the Chinese sailors on board took a share in the work of rescue, and he should like them to learn that in the admiration of those present for gallantry displayed on that occasion, their association with it was not forgotten. The speaker concluded by calling upon all present to express their appreciation of the officers and men to whom he alluded by giving a hearty British cheer.

Three lusty cheers followed, after which the gathering, at the invitation of Captain Austin, remained to partake of light refreshments.

It is an open secret, says the *Hankow* paper that His Excellency the Viceroy Chang Ching, has purchased through a local Japanese firm a considerable number of new-up old and obsolete guns used in the late Russo-Japanese war, in order to make a show at the approaching Chinese military manoeuvres. A considerable quantity of Japanese horses have also been contracted for, for the same purpose. These are probably in the same condition as the guns.

The German land-owners at Hankow met on April 6th and settled the arrangements for their new municipal Government. Taxes on land, houses, imports and exports, vehicles, launches, etc., were decided on. Land is to contribute one-third per cent; buildings five per cent, rental value; assessments to be made every December. The budget receipts stood at Tls. 19,650. The following municipal councillors were elected for 1906: Messrs. E. Mirow, H. Schlichting, F. W. Bandow, W. Hensperger, and F. Muller.

Colonel Sir C. Beau Smith, presiding at the Wembley Golf Club dinner recently said a certain legal luminary used often to be very cross when playing on the ground of the club, as an equally illustrious lawyer when teaching his friend's daughter to play the royal game found out. "Do you think I shall ever be able to play golf?" she asked. "My dear," said the great man, "you must say 'golf.' There is no 'l' in golf." The young lady looked thoughtfully at the green for a moment. "Oh, isn't there," she at length replied, "you haven't heard father play?"

A nice point has been raised in Tonkin by *L'Indo-Chine*, which points out that when the King of Annam, travelling incognito arrived at Hanoi he was saluted with a salvo of 21 guns, but on the day that the French President assumed office, when the event was celebrated by a salute of 101 guns throughout the Republic and in the Colonies, there was silence in Hanoi. The journal asks—Are we or are we not regulated by the laws and regulations of the French Republic, or do we reserve our cartridge powder for such small birds as Thanh-Thai? We put the question without asking also why the Governor-General did not telegraph to Paris, along with the Governors of Tunis and the other colonies and protectorates, who cabled to the new chief of the State their felicitations and their good wishes.

In view of the growing difficulty of shipowners in obtaining suitable officers, owing to the terms offered, it is somewhat significant that owners are now seriously considering some further improvement of the conditions of their officers on board ship. The Merchant Service Guild has just received an intimation to the effect that a large firm of shipowners on the north-east coast is increasing the pay of its senior chief officers from £9 to £12 per month, while chief officers just appointed will commence at £10 per month. The pay of the second officers to be raised from £6 10s. to £7 per month. The Guild have also received an intimation from their agent at South Shields stating that in an interview with a shipowner firm in that locality he has been informed that it is all probability they will be shortly instituting three watches on board their vessels, thus affording their officers greater rest and relaxation.

## WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—On the 23rd at 12.05 p.m.—The barometer has risen on the China coast. Pressures is highest over Central China. The depression is probably crossing the Sea of Japan. Moderate N.E. winds are indicated in the Formosa Channel, and the N. part of the China Sea. Forecast:—N. to N.E. winds, light to moderate; the weather is likely to improve.



## SUPREME COURT.

Monday, April 23rd.

## IN ORIGINAL JURISDICTION.

BEFORE SIR FRANCIS PAGETT (CHIEF JUSTICE).

## A DISPUTED PROMISSORY NOTE.

Fang Chun-yuen sued Tang Tsai-man and Woo Tuk, partners in the Hung Yuen Bank, together with the Hung Yuen Bank, of 167, Queen's Road Central, for \$2,737, being principal and interest, due from defendants to plaintiff, as makers of a promissory note for \$10,000 dated 30th October, 1905, in favour of the plaintiff. Mr. E. H. Sharp, K.C., instructed by Mr. Stevenson (of Messrs. Deacon, Lockyer and Deacon), appeared for the plaintiff. No appearance was entered by either of the defendants.

Mr. Sharp said that one of the defendants was not expected to be present. Only one of the defendants had entered an appearance, but he had absconded without filing a statement of defence under the order made by his Lordship.

The plaintiff, a building contractor, residing at 5, Old Bailey Street, said he had formerly been a partner in the Hung Yuen Bank, but retired in October last when he sold his share to the defendants, with whom he entered into an agreement. Under this he lent them \$10,000 and received a promissory note from them. On the 28th of November last he received \$400 to account. He had asked Tang Tsai-man for the balance, and he promised to pay in the beginning of this year, but he had failed to do so.

Judgment was entered for plaintiff.

## IN SUMMARY JURISDICTION.

BEFORE MR. A. G. WISE (PUNISHMENT JUDGE).

## A DISPUTED ITEM.

The case in which Ma Chun and Li Chung sued the Kwong Yung Lung Bui to recover the sum of \$103.80 for work done and material supplied was resumed.

Mr. H. J. Gardiner (of Mr. O. D. Thomson's office) appeared for the plaintiffs, and Mr. J. Harding (of Messrs. Ewins, Harston and Harding) for the defendants.

The defence set up was that defendant had paid the account in kind, rice, but this was denied by plaintiff, and the accounts were referred to the Court sheriff for a report.

His report having been presented.

Mr. Harding said—I pointed out with reference to a payment of over \$200, part of which plaintiff alleged was rice, he could show that it was a cash transaction.

His Lordship—According to the sheriff's report when you paid \$102.60 you only owed \$60. Can you explain the over-payment?

Mr. Harding—I think I can explain that satisfactorily.

Mr. Gardiner—I do not think so. If my friend is to call further evidence, we have others to call.

Mr. Harding—There was another contract running at the same time with respect to the same premises between the same parties, and that is the reason why a rebate was not claimed.

Mr. Gardiner—I think the books will show there was consideration for the over-payment.

Defendant was called and stated that he over-paid \$41.55.

His Lordship—Unless you can come to an arrangement I will have all the books translated and laid before me; but I do not want to put you to so much expense. It is the fault of the defendant; he should not mix his accounts up in that way.

Mr. Harding submitted that on the evidence the plaintiff had not proved his case, as he admitted receiving rice, for which defendant had a receipt.

His Lordship gave judgment for plaintiff with costs.

## VISIT OF ITALIAN PRINCE.

We learn that Prince Ferdinando of Udine, who is at present with H.M.S. *Calabria* in Japan, where he was decorated with the Grand Cordon of the Chrysanthemum, is likely to visit Hongkong on his way home next month.

The Prince, who is a midshipman on board the *Calabria*, is a son of the Duke of Genoa, brother of the Dowager Queen Margaret, and is thus a first cousin of the King of Italy.

## VOLUNTEER SHOOTING.

The monthly shoot of the Right Half No. 2 Co. was held last Sunday morning at Tai Hong Range. The following are the best five cards returned—

	Nett.	Handi.	Total.
Gunner F. Austin	68	21	89
Captain Armstrong	74	12	86
Bomb. A. J. Darby	79	6	85
Gunner W. M. Ironside	62	21	83
Gunner J. A. Young	60	21	81

A cup presented by Lieut. Northcote for the highest aggregate in any three out of the four monthly shoots from January to April has been won by Gunner A. F. Warack with 257 points; the next in order being Gunner F. A. Biden 255, Captain Armstrong 253.

## LATEST STEAMER MOVEMENTS.

The C.P.R. str. *Empress of India* arrived at Nagasaki at 8.30 a.m. on Monday the 23rd inst., and left again at 3 p.m. same day for Kobe, where she is due to arrive at 5 p.m. to-day.

The M.M. str. *Caledonia*, with the next French mail, left Singapore on the 23rd inst., at 4 p.m., for this port via Saigon.

The J.-C.-J. str. *Typhoon* left Macassar for this port on the 22nd inst., and may be expected here on or about the 30th inst.

The P. & O. str. *Tientsin* left Singapore for this port on the 21st inst., at 6 p.m.

## THE MERCHANT SHIPPING ACTS.

In the House of Commons on March 20th, Mr. Lloyd-George, in asking the leave of the House to introduce a Bill to amend the Merchant Shipping Acts, 1894 to 1905, said the Bill was based on the reports of three committees, the first, Lord St. Helier's Committee, which reported in 1903, the second, the Seamen's Wages Committee, which reported last year, and the third, Mr. Bonar Law's Committee on foreign ships and statutory requirements, which also reported last year. There was no attempt in the Bill to codify the Merchant Shipping Acts. It simply dealt with a few of the admitted grievances from which British shipowners and seamen suffered. The first was with reference to the application of the safety regulations to foreign ships. The regulations applicable to British ships might be divided into those dealing with overloading, those dealing with unsavouriness arising from defects in the condition of hull or machinery or undermanning, those dealing with stowage, and those dealing with life-saving appliances. There was no doubt that these regulations had had the effect of saving life during the years they had been in operation. In 1873 the loss of life amounted to 3,333. In 1874 it was 4,121, while in 1904, the last year for which the figures were available, it was only 1,113, a very considerable reduction. The 1873 figure was equal to one in 64 of those employed in our merchant ships, and the figure now varied between one in 150 and one in 100. This reduction was no doubt largely due to the rigorous substitution of steam for sailing vessels. With regard to overloading, the regulations were now applicable to foreign ships loading in British ports, and if a foreign ship was overloaded in a British port she might now be detained; but owing to the absence of a list it was exceedingly difficult to detect overloading, and if an official went to detain a foreign vessel and it was afterwards discovered that she was not overladen, the Government would be liable for damages, and it might be very substantial damages. Therefore, unless the overloading was obvious in the case of a foreign ship the officials did not run the risk of detaining her. Foreign ships did arrive in this country overloaded. The Board of Trade officials kept a watch for some months, and a long list was obtained of foreign ships arriving overloaded, some to the extent of ten, 12, or even 19 inches. This was especially the case with ships engaged in carrying ore from Spain, Norway and Sweden, and other countries. Foreign ships might arrive in and sail from a British port in the most unseaworthy condition as to machinery and equipment, but the Board of Trade officials had no right at all to intervene. The result was that old British ships, after being condemned as unseaworthy by the Board of Trade officials and found hardly worth refitting because too rotten, were generally sold to foreigners. Last year 423,000 tons of British shipping, 78 per cent. of it constructed before 1895, were sold to foreign ship-owning syndicates, whereas 1,236,000 tons was added to the shipping register of the United Kingdom, 98 per cent. of it being new steamers. It was unsafe sometimes even to walk on the decks of the discarded British vessels sold to the foreigner. The British shipowners were subjected to the greatest unfair competition of these vessels, which, besides costing so much less in initial expenditure, did not require so much maintenance and were not subject to the same regulations as our ships were. It was the duty of the Government to see that the laws applicable to our ships were passed in the interests of human life, and the safety of life was not a national, but an international, obligation (cheers). It was grossly unfair to allow those vessels to break the rules imposed on our own vessels; and, therefore, it was proposed to make the rules applicable to foreign ships whether sailing or steam, or entering British ports (cheers). Two or three years would be given to foreign shipowners to make their arrangements, but at the end of that time they must be subjected to the same regulations as British shipowners, and a foreign ship must have marks which would enable one to say whether a ship was overloaded or not, and must be subject to the same regulations with regard to life-saving appliances. With regard to the stowage of grain to prevent shifting, our rules were not at present applicable to foreign ships. In 19 of 36 ships recently visited the precautions taken against shifting were practically the same as in British ships, in five cases the precautions were found to be fair, and in 12 more or less indifferent. If foreign ships were subjected to the same regulations as British ships as to life-saving appliances, he did not think the foreigner could complain. After all, he was treated very well in this country (trivial cheers). Very much to our advantage (cheers). We bought nothing from him, he did not want. There was no compulsory purchase of foreign goods. But we had given him open markets. We treated him exactly as we treated our own ships, with the exceptions to which he had referred. The Government did not propose to impose upon him any obligations not put upon the British shipowner. All they claim was in the common form, that their ships should enjoy the same rights, privileges, liberties, favours, immunities, and advantages in maritime navigation as were or might be enjoyed by the ships of this country.

An Hon. Member—What do they give in return?

Mr. Lloyd-George—They gave exactly what we ask for, nothing more. Up to the present we had set up the standard in the matter of protection of lives at sea. It would be to the interest of foreign ships to follow our example. It was obviously impossible to apply our regulations in the case of countries which had practically equivalent regulations of their own. In these cases power was taken to exempt by Order in Council the ships of such countries from our rules with regard to loading. The passenger regulations would apply to emigrant ships calling at ports in the country to take up passengers. He had been startled at the figures bearing on a question of greater complexity and anxiety—namely, the foreign seaman. In 1870 we had 200,000 British seamen on British ships, 18,000 foreign seamen, and hardly any lascars. In 1904 the British sailors were 176,000, the foreign sailors had risen from 18,000 to 31,000 and the lascars were 12,000 odd. It had been suggested that if there so many foreigners in our mercantile marine it was entirely due to the fact that they got on at a lower rate of pay. He confessed, after going into the matter very minutely, finding the evidence and speaking with shipowners, he did not think that there was substantial ground for the suggestion. He thought that shipowners had no alternative, they had taken foreign sailors because there had not been an adequate supply of British sailors to meet the enormous and growing demands of our mercantile marine. The growth of that mercantile marine had been so amazing that with British seamen it had been impossible to keep pace with it. In 1870 the tonnage was 57 millions, in 1904 it was 101 millions, almost double in 35 years. The number of men employed in 1870 was 195,000, in 1904 the number was 259,000. But that was not all. The Navy had practically taken the cream of the men anxious to engage in a seafaring life. In 1868 there were 64,000 men in the Navy, and last year a vote was taken for 129,000. Last year, one in every 36 of the adult male population was engaged in some sort of seafaring

occupation. If a Bill were passed to stop the supply of foreign sailors for British ships the mercantile marine would be ruined (hear, hear, and no, no). He was quite as anxious as his hon. friends that the number of British sailors employed should be increased. Something might be done in that direction with the assistance of British owners, and suggestions were under consideration. He noticed that an admirable suggestion had been made by Sir Alfred Jones, and if the corporation of every seaport town would take up the matter, he thought that in a short time shipowners would not be driven, as now they were, to engage foreigners to man their vessels. But that was not a matter to be now dealt with by Act of Parliament. A good many British ships traded between foreign ports, never touching at home ports, there were such ships which had hardly been home since their construction. Let it be remembered we had 54 per cent. of the carrying trade of the world (hear, hear); there had never been anything like it in history. These ships, trading between foreign ports, came perhaps once in four years for classification at Lloyd's and then returned to the foreign trade, and you cannot get British sailors to remain in ships of this kind. Those captains and officers might be British. Shipowners in such cases had no alternative and were not to blame if a large number of foreigners were engaged, but he believed they were anxious to give assistance towards increasing the supply of British seamen (hear, hear). It had been suggested that there was grave danger in the fact of 92 per cent. of foreign ships being in the mercantile marine; but it was not the opinion of the Admiralty, for it was considered that in time of war merchant seamen would not be so much drawn upon, and the carrying trade would have to be continued. He had been told that 20 per cent. of the men in Nelson's Fleet were foreigners, but, of course, that was not a desirable state of things. During the last two or three years there had been a decrease in the number of foreign seamen employed, and he was inclined to the belief that the decrease would continue with the improvement in the conditions of service in foreign ships. In the United States vessels wages were higher and food better than in this country (no, no). That was challenged, but he went upon evidence given before the committee. Improvements had, however, gone on in foreign countries, and as these were being carried out, it was more likely to absorb its own seafaring population. With the employment of lascars the position was different. He did not understand that his hon. friend the member for Middlesex had wished to stop the employment of lascars?

Mr. J. H. Wilson—Yes, certainly.

Mr. Lloyd-George said he had not understood that. Lascars were British subjects (hear, hear). Those who had been in service as lascars for two years would get their certificates as British subjects for the purposes of bringing of the extent of the British dominions, and when they asked for a share in the privileges of a British subject to tell them they were foreigners (hear, hear). To say, then, they were foreigners was not fair (hear, hear). It was not a shipowner's question; it was a question of fair treatment (hear, hear, no, no, wages). The lascars had sent a petition which was very interesting. In it they said: "We are told that the Parliament of England sits a gentleman of the name of Harcourt Wilson Sahib (laughter), and he has urged that we should be given more space. We beseech your lordships to believe that his benevolence will prove our bane, and as we have done him no wrong, if he really wishes us well he will have mercy to spare us. 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# **MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.**

CODE WORD: "DOCK."  
A.I., A.B.C., and Engineering Code Used  
NEW DOCK NOW OPEN.

**DOCK No. 3.**  
Extreme Length... 722 feet.  
Length on Blocks... 714 "  
Width of Entrance on Top... 864 "  
Width of Entrance on Bottom... 884 "  
Water on Blocks at Spring Tide 344 "

**DOCK No. 1.**  
Extreme Length... 523 feet.  
Length on Blocks... 518 "  
Width of Entrance on Top... 88 "  
Width of Entrance on Bottom... 77 "  
Water on Blocks at Spring Tide 284 "

**DOCK No. 2.**  
Extreme Length... 371 feet.  
Length on Blocks... 364 "  
Width of Entrance on Top... 66 "  
Width of Entrance on Bottom... 53 "  
Water on Blocks at Spring Tide 22 "

**PATENT SLIP.**  
Suitable for vessels up to 1,000  
TONS.

**LATEST PLANTS AND APPLI-  
ANCES** to undertake BUILDING or  
REPAIRING SHIPS, ENGINES, and  
BOILERS; and also ELECTRICAL  
WORK.

A LARGE STOCK of MATERIAL is  
always kept on hand.  
THE COMPANY has the powerful steamer  
"OURA-MARU" (712 tons, 700 I.H.P.)  
specially built for SALVAGE PURPOSES  
equipped with necessary gear, always ready  
for service.

## **BANKS**

### **HONGKONG & SHANGHAI BANK- ING CORPORATION**

**PAID-UP CAPITAL**.....\$10,000,000  
**RESERVE FUND**.....\$10,000,000  
**STERLING RESERVE**.....\$10,000,000  
**SILVER RESERVE**.....\$5,000,000  
**RESERVE LIABILITIES OF PROPRIETORS**.....\$10,000,000

**COURT OF DIRECTORS.**  
A. HAUPT, Esq., Chairman.  
Hon. Mr. C. W. DICKSON, Deputy Chairman.  
E. GOSZ, Esq., N. A. S. Esq.,  
C. R. LEONARD, Esq., Hon. Mr. R. S. HAWES,  
G. H. MURRAY, Esq., H. A. W. SLOAN, Esq.,  
D. M. NISSEN, Esq., H. E. TONKINS, Esq.,  
A. J. RAYMOND, Esq.

**CHIEF MANAGER.**  
Hongkong—J. R. M. SMITH  
**MANAGER.**  
Shanghai—H. E. L. HUNTER.

**LONDON BANKERS—LONDON AND COUNTY  
BANKING COMPANY, LIMITED.**

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of Two per  
Cent. per Annum on the daily balance.  
On Fixed Deposits:  
For 3 months 2½ per cent. per Annum.  
For 6 months 3½ per cent. per Annum.  
For 12 months 4½ per cent. per Annum.  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 4th April, 1906. 21

### **INTERNATIONAL BANKING CORPORATION.**

Fiscal Agents of the United States in China  
the Philippine Islands and the  
Republic of Panama.

**CAPITAL AND SURPLUS.**  
AUTHORIZED.....\$10,000,000  
CAPITAL PAID UP.....\$5,000,000  
RESERVE FUND.....\$5,000,000

**HEAD OFFICE:** New York.  
**LONDON OFFICE:** Threadneedle House, E.C.

**BRANCHES AND AGENTS** all over the World.  
**LONDON BANKERS.**

**NATIONAL PROVINCIAL BANK OF ENGLAND  
LIMITED.**

**UNION OF LONDON AND SMITH'S BANK,  
LIMITED.**

**BRITISH LINEN COMPANY BANK.**

The Corporation transacts every description  
of Banking and Exchange business, receives  
money in Current Account and accepts Fixed  
Deposits at the following rates:

For 12 months 4½ per cent. per annum.  
" 6 " 3½ " " "  
" 3 " 2½ " " "  
H. PINCKNEY,  
Manager.

8 Queen's Road, Central,  
Hongkong, 20th September, 1905. 942

### **THE BANK OF TAIWAN LIMITED**

(INCORPORATED BY SPECIAL IMPERIAL  
CHARTER)

**CAPITAL SUBSCRIBED**.....Yen 5,000,000  
**CAPITAL PAID-UP**.....2,500,000

**HEAD OFFICE:** TAIPEI, FORMOSA.

**BRANCHES AND AGENCIES:**

Amoy Kobe Taiwan  
Anping Nagasaki Tamsui  
Fuzhou Oosaka Yokohama  
Keelung Shanghai Yokohama

**HONGKONG OFFICE:**  
3, DES VEXES ROAD.

Interest allowed on Current Account.  
Deposits received on terms which may be learned  
on application.

S. SHIGENAGA, Manager.  
Hongkong, 1st November 1904. 2478

### **THE CHARTERED BANK OF INDIA AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853  
HEAD OFFICE—LONDON.

**CAPITAL PAID-UP**.....£280,000  
**RESERVE LIABILITIES OF SHARE-  
HOLDERS**.....£280,000  
**RESERVE FUND**.....£275,000

**INTEREST** allowed on Current Account at  
the rate of 2½ per cent. on the daily balance.  
On Fixed Deposits for 12 months 4 per cent.

" 6 " 3½ " "  
" 3 " 2½ " "  
T. P. COCHRANE,  
Manager.

Hongkong, 18th May, 1905. 114

## **BANKS**

### **DEUTSCH-ASIATISCHE BANK.**

**CAPITAL FULLY PAID UP.**—Sh. Taeln 7,500,000

**HEAD OFFICE:**—SHANGHAI.  
**BOARD OF DIRECTORS:**—BERLIN.

**BRANCHES:**  
Berlin, Calcutta, Hankow, Peking,  
Tientsin, Tsingtau, Yokohama.

Founded by the following Banks and  
Bankers:—

KÖNIGLICHE SIEBENHUNDIG (PREUSSISCHE  
STAATSBANK) Berlin.

**DIRECTOR DER DISCONTOS-  
GESELLSCHAFT**

DEUTSCHE BANK  
S. REICHERDTER  
BERLINER HANDELS-  
GESELLSCHAFT

BANK FÜR HANDEL UND  
INDUSTRIE

ROBERT WARSHAUER & CO.  
MÜNCHEN

M. A. VON ROTHSCHILD &  
SOHN

JACOB S. H. STEIN  
NORDDEUTSCHE BANK IN HAMBURG, HAMBURG

SAL. OPPENHEIM, JR., & CO., KÖLN.

BAVARISCHE HYPOTHEKEN-UND WECHSEL-  
BANK, MÜNCHEN.

**LONDON BANKERS:**  
Messrs. N. M. Rothschild & Sons,  
The Union of London and Smith's  
Bank, Limited.

DEUTSCHE BANK (BERLIN), LONDON AGENT  
DIRECTION DER DISCONTOS-GESELLSCHAFT

"INTEREST" allowed on Current Account.  
DEPOSITS received on terms which may be  
learned on application. Every description of  
Banking and Exchange business transacted.

HUGO SUTER,  
Acting Manager.

Hongkong 14th March, 1906. 127

### **THE YOKOHAMA SPECIE BANK LIMITED.**

**ESTABLISHED 1880.**

**CAPITAL SUBSCRIBED**.....Yen 24,000,000  
**CAPITAL PAID-UP**.....18,000,000  
**CAPITAL UNCALLED**.....6,000,000  
**RESERVE FUND**.....10,360,000  
**SPECIAL RESERVE FUND**.....1,000,000

**HEAD OFFICE:**—YOKOHAMA.

**BRANCHES AND AGENCIES:**

Tokyo Kobe Nagasaki  
Osaka Lyons New York  
London Honolulu Bombay  
San Francisco Tientsin Newchwang  
Shanghai Peking Mukden  
Dairen Chefoo Tieling  
Port Arthur

**LONDON BANKERS:**  
THE LONDON JOINT STOCK BANK, LIMITED  
PARIS BANK, LIMITED.

THE UNION OF LONDON AND SMITH'S  
BANK, LIMITED.

**HONGKONG—INTEREST ALLOWED.**  
On Current Account at the rate of 2 per cent  
per annum on the daily balance.

On fixed deposits for 12 months 5½ per annum  
" 6 " 4½ " "  
" 3 " 3½ " "  
" 1 " 2½ " "

" **TAKAO TAKAMICHI,**  
Manager.

Hongkong, 27th March, 1906. 613

### **THE MERCANTILE BANK OF INDIA, LIMITED.**

**AUTHORIZED CAPITAL**.....£1,500,000  
**SUBSCRIBED**.....1,125,000  
**PAID-UP**.....862,500  
**RESERVE FUND**.....135,000

**LONDON JOINT STOCK BANK, LIMITED.**

**INTEREST** allowed on Current Accounts at  
the rate of 2½ per annum on the daily balance.

On Fixed Deposits:  
For 12 months.....4½ " "  
" 6 " 3½ " "  
" 3 " 2½ " "

" **E. ORMISTON,**  
Manager.

Hongkong, 20th March, 1906. 26

### **NEDERLANDSCHE HANDEL- MAATSCHAPPIJ.**

(NETHERLANDS TRADING SOCIETY).  
ESTABLISHED 1824.

**PAID UP CAPITAL**.....£1,450,000 (L. 1,750,000).  
**RESERVE FUND**.....£1,500,000 (L. 1,750,000).

**HEAD OFFICE:**—AMSTERDAM.

**BRANCHES:**—Batavia, Bencoolen, Shanghai,  
Rangoon, Semarang, Sourabaya, Cherbon,  
Tegay, Penang, Pulo, Penang, Pulo,  
Peking, Medan (Deli), Palembang, Kota-  
Radja, (Acheen) Teluk-Semau, (Acheen)  
Bandjermasin.

Correspondents at Macassar, Bombay,  
Colombo, Madras, Pondicherry, Calcutta,  
Bangkok, Saigon, Haiphong, Harbin, Amoy,  
Yokohama, Kobe, Melbourne, Sydney, New  
York, San Francisco, &c., &c.

**LONDON BANKERS:**  
THE UNION OF LONDON AND SMITH'S BANK,  
LIMITED.

The Bank buys and sells and receives for  
collection Bills of Exchange, issues letters of  
credit on its Branches and Correspondents in  
the East, on the Continent, and in Great  
Britain, America, and Australia, and transacts  
Banking Business of every description.

**INTEREST ALLOWED.**  
On Current Accounts 2½ per annum on daily  
balances.

Fixed Deposits 12 months 4½ per annum.  
" 6 do 4 do do.  
" 3 do 3½ do do.

" **L. ENGEL, Agent.**  
Hongkong, 1st March, 1906. 120

### **HONGKONG SAVINGS BANK.**

THE Business of the above Bank is con-  
ducted by the HONGKONG AND SHANG-  
HAI BANKING CORPORATION. Rules  
may be obtained on application.

**INTEREST** on deposits is allowed at 3½  
PER CENT. per annum.

Depositors may transfer at their option  
balances of \$100 or more to the HONGKONG AND  
SHANGHAI BANK to be placed on FIXED  
DEPOSIT at 4 PER CENT. per annum.

For the HONGKONG AND SHANGHAI  
BANKING CORPORATION,  
J. R. M. SMITH,  
Chief Manager.

Hongkong, 1st May, 1902. 21

## **POLICE COURT.**

Monday, April 23rd.

BEFORE MR. F. A. HAZELAND (First  
Police Magistrate).

### **ASSAULT.**

The cook of the steamer *Durbin* was fined  
\$8 for assaulting the quartermaster of that  
vessel.

**AMMUNITION FOR CHINA.**

Kwong Kam, who was arrested on the West  
River steamer *Lee Ye* on Sunday night, was  
charged with having 700 rounds of rifle and  
revolver ammunition in his possession without  
a permit.

He was found guilty and ordered to pay a  
fine of \$800, the alternative being six weeks'  
imprisonment.

**A SCENING NATIVE.**

Ip Shek was charged with assault and dis-  
orderly conduct.

Inspector Collett informed his Worship that  
the defendant spent a night in a brothel at  
Shek-tsin. He had no money to pay expenses  
incurred, so sent an amah to pawn his coat-  
then he sent his sweetheart to the theatre.

Before she went, however, she told the amah to  
watch that he did not escape. He managed to  
escape, and proceeded to No. 7 police station,  
where he reported that the girl had stolen his  
coat and abandoned. After leaving the station  
he met the girl, who demanded  
payment. A row followed, in which the com-  
plainant was severely handled, and in response  
to her cries an Indian constable appeared.

Defendant then paid the amount owing, but  
he refused to leave the neighbourhood he was  
arrested.

He was found guilty and his Worship  
ordered him to pay a fine of \$8.

**ALLEGED BIG LARCENY.**

Hassanul and Naram Das were charged with  
the larceny of \$2,000 worth of clothing, silk,  
and money from a boarding-house at No. 36,  
Elgin Road, Kowloon.

Inspector Langley prosecuted, and Mr. H. J.  
Gardiner (of Mr. O. D. Thomson's office)  
appeared for the first defendant.

Inspector Langley said the complainant left  
his house on the 11th instant between nine  
o'clock and 9.30 p.m., leaving the two defendants  
in the house. On the following morning when  
the complainant returned he found the box  
before the Court broken open, the hinges  
removed from the door of a wooden press, and  
goods and money to the value of \$2,000 extracted.

The evidence against the first defendant was not  
very strong, but the second left Kowloon about  
2.15 p.m., whereas in his statement he said he  
left at 9.30 p.m. Considerable hammering was  
heard after the complainant left home. The  
second defendant crossed to Hongkong in a  
sampan and went to a brothel, from which place  
he disposed of some of the stolen property.

Before he left there he told the amah if anybody  
asked when he visited the house to tell them the  
wrong time. Regarding the first defendant, he  
was in the complainant's house and the hammer-  
ing and breaking could not have gone on without  
his knowledge.

After evidence was heard, his Worship dis-  
charged the first defendant, and sentenced the  
second to two months imprisonment.

### **WHAT IS OPIUM?**

In connection with the 14 cases of murmur  
of morphine seized by the Opium Farmer on the  
6th and 7th instant, his Worship delivered his  
reserved decision.

Mr. F. B. Deacon (of Messrs. Deacon, Locker  
and Deacon) represented the Opium Farmer,  
and Mr. John Hastings appeared for a claimant  
who wished to recover seven cases.

His Worship said—In these proceedings  
I am required to give a decision on these two  
questions—(1) Has the Ordinance, No. 8  
of 1891, any application to "Compound of  
Opium"? (2) What is the title of the claimant  
to these goods, the subject matter of these  
proceedings? The solicitor for the  
claimant contends that the word *opium* in  
Ordinance No. 8 of 1891 does not include  
"compound opium". It was admitted that the  
goods, the subject matter of these proceedings,  
came within the definition of "compound  
opium" in Ordinance No. 10 of 1904. Section 1  
of Ordinance No. 10 of 1904 is as follows:—  
This Ordinance may be cited as The Prepared  
Opium Amendment Ordinance, and shall be read  
and construed as one with the Prepared Opium  
Ordinance 1891, hereinafter called the principal  
Ordinance. Section 2 of this Ordinance is as  
follows: Section 2 of the principal Ordinance  
shall be amended by the addition of the follow-  
ing definition. The expression "compound  
opium" means any compound which does not  
come under the above definition of "prepared  
opium" and which contains opium or any  
constituent or alkaloid thereof, however the  
original form of such opium may have been  
altered. The construction to be placed on the  
two sections is that although a compound of  
opium may not come within the exact definition  
of prepared opium in the principal Ordinance  
yet it is to be regarded as "opium", notwith-  
standing that it does come within such exact  
definition and that when the word *opium* occurs  
in the principal Ordinance it is to include  
compound of opium. I am therefore of opinion  
that the provisions of Ordinance 8 of 1891 apply  
to compound of opium. With respect to the  
title of the claimant to these goods the following  
facts have been proved. The said goods were  
purchased by the claimant, Cheung Yat-wa,  
under the following contract:—

"Hongkong, 3rd January, 1906."

"Mr. Cheung Yat-wa."

"Dear Sir.—We have this day sold to you  
the undermentioned goods for arrival in two  
shipments, first to be within two months.  
Delivery to be taken on arrival. Payments at  
seven days' sight bill: fourteen cases each  
twenty-five bottles McFarlane and Co.'s white

label murmur of morphine. Price and shipments  
subject to confirmation by wire on quotation  
given by McFarlane and Co. from our agents.  
Five per cent. commission, including agents'  
and compradore's commission. (Signed), Run-  
jahn and Co."

Section 20 of the Sale of Goods Ordinance  
No. 4 of 1896 is as follows:—"Unless a different  
intention appears the following are rules for  
ascertaining the intention of the parties as to  
the time at which the property in the goods is  
to pass to the buyer."

Rule 1.—When there is an unconditional  
contract for the sale of specific goods in a  
deliverable state the property in the goods passes  
to the buyer when the contract is made, and it is  
immaterial whether the time of payment or the  
time of delivery or both is or are postponed.

On the 5th April Messrs. Runjahn and  
Company gave the claimant notice of the arrival  
of these goods. On the 7th April these goods  
were seized by the Opium Farmer under the  
Ordinance. My finding is that the said Cheung  
Yat-wa was the owner of these goods at the  
time they were seized by the Opium Farmer.

Mr. Hastings—"Then your Worship finds  
that my client is entitled to the goods?"  
His Worship—"No, I don't. I find he is the  
owner under the Ordinance."

Mr. Hastings—"But I came here to prove  
my claim, and your Worship says I have done so."

His Worship—"This question now is whether  
the Opium Farmer intends to take further  
proceedings."

Mr. Deacon—"That is exactly the point. I  
expressed to your Worship."

Mr. Hastings—"I have claimed the goods, and  
you have found that my claim has been proved?"

His Worship—"Yes."

Mr. Hastings—"Then I ask for an order for  
the goods."

His Worship—"Before making that order I  
must wait to see what proceedings the Opium  
Farmer will take."

Mr. Deacon—"My friend's clients will get  
their summons to-day."

**THE OTHER MORPHINE SEIZURE.**  
The case in which eleven cases of murmur of  
morphine were seized by the Opium Farmer then  
came on for hearing.

Mr. F. B. Deacon (of Messrs. Deacon, Locker  
and Deacon) also appeared in this case for the  
Opium Farmer, and Mr. J. Hastings and  
Mr. H. G. C. Bailey (of Messrs. Johnson,  
Stokes and Master) appeared for claimants.

Mr. Hastings—"With regard to the eleven  
cases, I am instructed to claim seven of them."

His Worship—"Is the Opium Farmer pre-  
pared to allow the claim?"

Mr. Deacon—"I want to know first of all who  
my friend appears for. He claims seven cases,  
or some of them, which is very vague."

Mr. Hastings—"I now claim seven of them,  
your Worship."

His Worship—"Practically you apply for a  
re-hearing?"

Mr. Hastings—"Yes."

Mr. Deacon—"But I have got something to  
say to that."

Mr. Hastings—"With regard to identification,  
I should like to have an opportunity of seeing  
the marks on the goods to see what particular  
goods we claim."

Mr. Deacon—"If my friend has instructions  
from the owner, he ought to know the marks  
on his goods."

Mr. Hastings—"We believe these are our goods,  
but we have no opportunity of proving until  
we see the marks on them. Will your Worship  
order that I have inspection?"

His Worship—"Is there any power?"

Mr. Deacon—"No, of course there is not, your  
Worship. The goods are the property of the  
Opium Farmer under order of the Court."

Mr. Hastings—"That is what I deny; that  
they were ever the property of the Opium Far-  
mer. I take it that before the goods were  
landed over your Worship should have had the  
marks placed on the application for forfeiture."

His Worship—"Then you contend that the  
notice is bad?"

Mr. Hastings—"Yes. The notice contained  
the information that eleven cases had been  
seized, but there are many cases of morphine in  
the Colony, so how can any person tell what  
particular cases have been seized. When we  
heard of the seizure we came at once to the  
Police Station and got permission from Mr.  
Baddy to inspect the cases, but found they  
had been removed to the Opium Farm."

His Worship—"If I have power to make that  
order I am disposed to do so."

Mr. Hastings—"It is obvious that it is common  
sense."

Mr. Deacon—"I suppose my friend knows the  
marks on his client's cases?"

Mr. Hastings—"Yes."

Mr. Deacon—"Well, if he will give me the  
marks I am prepared to tell him whether the  
goods are his, and to give him inspection."

Mr. Hastings—"That won't do. The Opium  
Farmer may have shipped those eleven cases  
out of the Colony by now."

Mr. Deacon—"Oh, no. I will give inspection  
of those eleven cases."

Mr. Hastings agreed to produce his client's  
marks.

His Worship—"Will this be an application  
for a re-hearing?"

Mr. Hastings—"Yes."

Mr. Bailey—"I take it we can have inspection  
of our four cases?"



## SHIPPING.

**ARRIVALS**  
**CHEONG SHUI**, British str., 250, S. J. Payne, 23rd April—Tientsin 19th April, General.  
**Jurline**, Matheson & Co.  
**GROWA**, German str., 1,55, P. Spieson, 23rd April—Kobe 17th April, Rie.  
**Nord German Lloyd**.  
**Dacia**, German str., 1,470, Brock, 22nd April—Tientsin 18th April, General—Hamburg—America Line.  
**Feiching**, Chinese str., 994, Johns, 23rd April—Shanghai 19th April, General—China.  
**Kinruck**, British str., 2,398, B. C. Lewis, 23rd April—Shanghai 24th April, General.  
**Historical & Co.**  
**Luching**, British str., 2,122, J. G. Spence, 23rd April—Calcutta via Straits 7th April, General—David Sassoon & Co.  
**MACHON**, British steamer, 4,276, G. W. Long, 23rd April—Shanghai 29th April, General—Butterfield & Swire.  
**Rubi**, British str., 1,011, R. W. Almond, 23rd April—Manila 21st April, General.  
**Shewan, Tomes & Co.**  
**Sturgeson**, British cable str., 4,200, D. Morton, 21st April—Shanghai 17th April, General.  
**SERONIA**, German str., 6,568, Bremer, 23rd April—Hamburg 10th March, Penang 16th April and Singapore 17th April, General—Hamburg-America Line.  
**STETIN**, British str., 1,330, Parrell, 21st April—Singapore 13th April, Kerosene—Geo. MeBain.  
**VANADIA**, Norwegian str., 1,903, Olaf Berntsen, 23rd April—Christians Island 12th April, General—Cable.  
**WILMINGTON**, U.S. gunboat, 1,397, Comdr. A. W. Dodd, 23rd April—Manila 20th April.  
**YUENOW**, British str., 2,240, April, from Canton.

## CLEARANCES.

**AT THE HARBOR MASTER'S OFFICE.**  
**April 23rd.**  
**Dacia**, German str., for Singapore.  
**Feiching**, Chinese str., for Canton.  
**Haimen**, British str., for Swatow.  
**Kinruck**, British str., for Singapore.  
**Meionethire**, British str., for Shanghai.  
**Tienan**, British str., for Canton.  
**Trieste**, Austrian str., for Shanghai.  
**Vandua**, Norwegian str., for Shanghai.  
**Yochow**, British str., for Shanghai.  
**DEPARTURES.**  
**April 23rd.**  
**BOURBON**, French str., for Saigon.  
**DAGNY**, Norwegian str., for Hongkong.  
**KORICHANG**, German str., for Bangkok.  
**PHONTO**, Norwegian str., for Chefoo.  
**SAMEN**, German str., for Bangkok.  
**WINGHANG**, British str., for Shanghai.  
**April 24th.**  
**DAKOTA**, American str., for Seattle.  
**KENT**, British str., for practice.  
**KING ALBERT**, British str., for practice.  
**KURICHOW**, British str., for Canton.  
**MACHON**, British str., for London.  
**RAMBLER**, British str., for a cruise.  
**SILVERSTONE**, British str., for Saigon.  
**SHIPPING REPORTS.**  
 The German str. *Dacia* reports: Most of the time moderate easterly winds with fog and rain. The British str. *Cheong Shui* reports: Light winds and fog. Observed a vessel on the rocks off Oaken being dismantled by Chinese.  
 The British str. *Rubi* reports: Light variable winds and fine clear weather to lat. 19° N., hence fresh northerly wind and heavy weather to port. The Chinese str. *Feiching* reports: Fine and clear weather with moderate to fresh breeze to Hsian; from thence to Breaker Point thick fog at times, moderate breeze and sea; thence to port fine and clear with light and variable wind.

## VESSELS IN DOCK.

**APRIL 24th.**  
**ABANDON DOCK.**—*Tai-fu*.  
**KOWLOON DOCK.**—U.S.S. *Barry*, U.S.S. *Thimbridge*, *Brand*, *Kotoko*, *Mari*, *U.S.S. Whittier*, *Alta*, *Loonyang*, *Mari*, *Chip Shing*, *Shamut*, *Yuenang*, *Argus*.  
**FORMER DOCK.**—*Telemachus*.

## VESSELS ON THE BERTH

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**  
**STEAM TO SHANGHAI, YOKOHAMA AND KOBE.**  
 The Company's Steamship  
**"TRIESTE"**  
 Captain D. Mistrorigo, will leave for the above places TO-MORROW, the 25th inst., 10 A.M.  
 For Freight or Passage, apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 18th April, 1906. [3]

**THE ORIENTAL PACIFIC LINE.**  
**FOR SAN FRANCISCO VIA PORTS.**  
**THE Steamship**  
**"DAKOTA"**  
 will be despatched for the above Ports TO-MORROW, the 25th April.  
 For Freight, apply to  
**SHEWAN, TOMES & CO.,**  
 Agents.  
 Hongkong, 9th March, 1906. [19]

**THE EAST ASIATIC CO. LTD., COPENHAGEN.**  
**NOTICE.**  
**FOR COPENHAGEN & BALTIC PORTS.**  
**THE Company's Steamship**  
**"AKER"**  
 Captain Wettergreen, will be ready to load for the above places or on about THURSDAY, the 3rd May.  
 For Freight, apply to  
**MELCHERS & Co.,**  
 Agents.  
 Hongkong, 11th April, 1906. [65]

**"BEN" LINE OF STEAMERS.**  
**FOR LONDON AND ANTWERP.**  
**THE Steamship**  
**"BENVENUE"**  
 Captain Kroble, will be despatched as above on or about 8th May.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 14th April, 1906. [83]

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's.	2. From Harbour Master's to Blake Pier.	3. From Blake Pier to Naval Yard.	4. From Naval Yard to East Point.
DESTINATION	VESSEL'S NAMES	PLAN & RIG	DEPART
LONDON & ANTWERP, via SINGAPORE, &c.	DEVANHA	Brit. str.	—
LONDON & ANTWERP, via SINGAPORE, &c.	SOCOTRA	Brit. str.	—
LONDON & ANTWERP, via SINGAPORE, &c.	DEVANHA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
AMSTERDAM, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
MARSEILLES, &c. via PORTS OF CALL.	DEVANHA	Brit. str.	—
MARSEILLES, LONDON & ANTWERP.	DEVANHA	Brit. str.	—
BREMEN, via PORTS OF CALL.	DEVANHA	Brit. str.	—
COPENHAGEN & BALTIC PORTS, &c.	DEVANHA	Brit. str.	—
HAYRE & HAMBURG via STRAITS, &c.	DEVANHA	Brit. str.	—
HAYRE & HAMBURG via STRAITS, &c.	DEVANHA	Brit. str.	—
HAYRE & HAMBURG via STRAITS, &c.	DEVANHA	Brit. str.	—
HAYRE & HAMBURG via STRAITS, &c.	DEVANHA	Brit. str.	—
HAYRE & HAMBURG via STRAITS, &c.	DEVANHA	Brit. str.	—
TIESTE, &c. via SINGAPORE, &c.	DEVANHA	Brit. str.	—
GENOA, MARSEILLES & LIVERPOOL.	DEVANHA	Brit. str.	—
GENOA, MARSEILLES & LIVERPOOL.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
VANCOUVER via SHANGHAI JAPAN, &c.	DEVANHA	Brit. str.	—
VANCOUVER via SHANGHAI JAPAN, &c.	DEVANHA	Brit. str.	—
VICTORIA (B.C.) SEATTLE, &c. via JAPAN.	DEVANHA	Brit. str.	—
SEATTLE (B.C.) TACOMA via JAPAN.	DEVANHA	Brit. str.	—
SEATTLE via SHANGHAI & JAPAN.	DEVANHA	Brit. str.	—
NEW YORK via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
SAN FRANCISCO via PORTS & SUEZ CANAL.	DEVANHA	Brit. str.	—
AUSTRALIAN PORTS via MANILA.	DEVANHA	Brit. str.	—
AUSTRALIAN PORTS via MANILA.	DEVANHA	Brit. str.	—
VLADIVOSTOK.	DEVANHA	Brit. str.	—
YOKOHAMA via SHANGHAI, MOJI & KOBE.	DEVANHA	Brit. str.	—
CHEFOO & TIEN-TSIN.	DEVANHA	Brit. str.	—
TIEN-TSIN.	DEVANHA	Brit. str.	—
CALLAO.	DEVANHA	Brit. str.	—
SHANGHAI, YOKOHAMA & KOBE.	DEVANHA	Brit. str.	—
SHANGHAI via SWATOW.	DEVANHA	Brit. str.	—
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA.	DEVANHA	Brit. str.	—
SHANGHAI via SWATOW, AMOI & FOCHOW.	DEVANHA	Brit. str.	—
SHANGHAI.	DEVANHA	Brit. str.	—
SHANGHAI.	DEVANHA	Brit. str.	—
SHANGHAI, KOBE & YOKOHAMA.	DEVANHA	Brit. str.	—
SHANGHAI.	DEVANHA	Brit. str.	—
SHANGHAI via SWATOW, AMOI & FOCHOW.	DEVANHA	Brit. str.	—
SHANGHAI via SWATOW & AMOI.	DEVANHA	Brit. str.	—
TAMUL via SWATOW & AMOI.	DEVANHA	Brit. str.	—
ANPING via SWATOW & AMOI.	DEVANHA	Brit. str.	—
MANILA.	DEVANHA	Brit. str.	—
MANILA.	DEVANHA	Brit. str.	—
MANILA.	DEVANHA	Brit. str.	—
CEBU & ILOILO.	DEVANHA	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA.	DEVANHA	Brit. str.	—
SINGAPORE, PENANG & CALCUTTA.	DEVANHA	Brit. str.	—
BATAVIA, CHERIBON, SAMARANG, &c.	DEVANHA	Brit. str.	—

## INDO-CHINA STEAM NAVIGATION CO. LIMITED.

**PROJECTED SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION.)**  
**FOR**  
**"SINGAPORE, PENANG & CALCUTTA"** Tuesday, 24th April, 3 P.M.  
**"SHANGHAI VIA SWATOW"** Tuesday, 24th April, 4 P.M.  
**"SHANGHAI"** Thursday, 26th April, 4 P.M.  
**"MANILA"** Friday, 27th April, 4 P.M.  
**"SHANGHAI"** Saturday, 28th April, 4 P.M.  
**"TIEN-TSIN"** Saturday, 28th April, 4 P.M.  
 \* These steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.  
 † Taking Cargo on Through Bills of Lading to Chefoo, Tientsin, Newchwang & Yangtze  
 For Freight or Passage, apply to  
**JARDINE, MATHESON & CO.,**  
 GENERAL MANAGERS. 18  
 Hongkong, 20th April, 1906.

## PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

**FOR** **STEAMERS** **TO SAIL** **REMARKS.**  
**LONDON and ANTWERP** **SOCOTRA** About 25th April Freight only.  
**via SINGAPORE, PENANG, &c.** **W. R. Hickey** April  
**COLOMBO PORT SAID and MARSEILLES**  
**YOKOHAMA via SHANGHAI** **PALAWAN** About 29th April Freight and  
**MOJI and KOBE** **A. F. Street** April Passage.  
**SHANGHAI** **DONGOLA** About 3rd May Freight and  
**LONDON &c. via USUAL PORTS** **DEVANHA** Noon, 5th May See Special  
**OF CALL** **T. H. HIDE, R.N.E.** May Advertisement.  
 For further Particulars, apply to  
**E. A. HEWITT,**  
 Superintendent. 1  
 Hongkong, 9th April, 1906.

## HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships. Electric Light Perfect Cuisine. SURGEON and STEWARDESS carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN.	FOR	SAILING DATE.
RUBI	2540	R. Almond	Manila.	On 28th April, NOON.
ZAFIRO	2540	R. Rodger	Manila.	On 5th May, NOON.

## HONGKONG-NEW YORK.

**AMERICAN ASIATIC STEAMSHIP COMPANY.**  
**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**  
 (WITH LIBERTY TO CALL AT THE MALABAR COAST).  
**S.S. "RAMSAY"** ... About 25th May, 1906.  
 For freight and further information apply to  
**SHEWAN TOMES & CO.,**  
 GENERAL AGENTS  
 Hongkong, 6th April, 1906. [19]

## GREAT NORTHERN STEAMSHIP COMPANY

**FOR SEATTLE, VIA SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA (PASSING THROUGH THE INLAND SEA OF JAPAN).**

**THE MAGNIFICENT NEW TWIN-SCREW STEAMERS, "MINNESOTA" AND "DAKOTA"**  
 (EACH TONS 20,715 GROSS REG.)  
 Will be despatched from HONGKONG as follows:  
**"MINNESOTA,"** Captain J. H. LINDER, On TUESDAY, 12th JUNE, 1906.  
**"DAKOTA,"** Captain E. FRANKCE,  
 Conveying Cargo to the Pacific Coast, United States, and Canadian Overland Common Points also Passengers to the United States, Europe, &c.  
 These Steamers are luxuriously fitted with spacious SUITES and STATEROOMS; equipped with CIRCUITING LIBRARY, MUSIC, SMOKING ROOMS, BARBER SHOP, NURSERY, STEAM LAUNDRY, &c.  
 Special provision is made for the safe transit of SILK, TREASURE, and Valuable Cargo; and PARCELS carried at low rates to all points of U.S.A. in connection with the Great Northern and Northern Pacific Express Companies.  
 Trans-Pacific Cabin Passengers on this line can, if desired, TRAVEL BY RAIL between the ports of Nagasaki, Kobe and Yokohama WITHOUT EXTRA CHARGE. Also FIRST-CLASS RETURN TICKETS to Hongkong and Japan Ports are available for return, by the steamers of the REGULAR MAIL LINES.  
 For Freight or Passage, apply to  
**NIPPON YUSEN KAISHA,**  
 AGENTS. [20]  
 Hongkong, 29th December, 1905.

## CANADIAN PACIFIC RAILWAY CO.'S ROYAL MAIL STEAMSHIP LINE.

**LUXURY—SPEED—PUNCTUALITY.**  
**THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 Days Across the Pacific to the "EMERALG LINE".** Saving 3 to 7 days' Ocean Travel  
**12 DAYS YOKOHAMA to VANCOUVER.**  
**21 DAYS HONGKONG to VANCOUVER.**  
**PROPOSED SAILINGS. (Subject to Alteration.)**  
**LEAVE HONGKONG** **ARRIVE VANCOUVER.**  
**"MONTEAGLE"** 5,500 Tons ... WEDNESDAY, 2nd May ... 28th May.  
**"EMERALG OF JAPAN"** 6,000 ... WEDNESDAY, 9th May ... 30th May.  
**"TARTAR"** 4,425 ... WEDNESDAY, 23rd May ... 16th June.  
**"EMERALG OF CHINA"** 6,000 ... WEDNESDAY, 30th May ... 20th June.  
**"EMERALG OF INDIA"** 6,000 ... WEDNESDAY, 20th June ... 11th July.  
**"ATHENIAN"** 3,382 ... WEDNESDAY, 27th June ... 21st July.  
**THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, VICTORIA, connecting at VANCOUVER with the Company's PACIFIC OVERLAND TRAINS, DAILY from the PACIFIC to the ATLANTIC WITHOUT CHANGE.**  
**Hongkong to London, 1st Class, via St. Lawrence 260; via New York 262.**  
**"** **and 1st Class Rail (via St. Lawrence) 240, " " 242.**  
**R.M.S. "MONTEAGLE" "TARTAR" and "ATHENIAN" carry "Intermediate" passengers only to Intermediate rates, affording superior accommodation for that class. Passengers booked through to all principal points and AROUND THE WORLD. SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services, and to European Officials in the Service of Chinese and Japanese Governments.**  
 For further information, Maps, Route, Handbooks, Rates of Passage and Freight, apply to  
**D. E. BROWN, General Agent,**  
 Corner Pedder Street and Praya, opposite Blake Pier  
 [4]  
**PORTLAND & ASIATIC STEAMSHIP CO.**  
**PROPOSED SAILINGS FROM HONGKONG, STRAITS INLAND SEA OF JAPAN, MOJI, KOBE AND YOKOHAMA FOR**  
**OPERATING IN THE OREGON RAILROAD & NAVIGATION CO.**  
**CONNECTING WITH THE** **STEAMSHIP** **TONS.** **CAPTAIN.** **TO SAIL AT NOON**  
**"ARABIA"** 4,483 Metzenbachin ... May 22nd, 1906.  
**"ARAGONIA"** 5,198 Ernst ... June 11th, 1906.  
**"NICOMEDIA"** 4,370 Wagemann ... June 21st, 1906.  
**"NUMANTIA"** 4,370 Feldmann ... July 4th, 1906.  
 Through Bills of Lading issued to Pacific Coast Points and to Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to  
**S. SILVERSTONE, ACTING GENERAL AGENT.**  
 Hongkong, 29th March, 1906. [13]

## VESSELS ON THE BERTH

**EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.**

**FOR SYDNEY AND MELBOURNE.**  
 (Calling at MANILA, PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)  
**THE Steamship**  
**"EMPIRE"**  
 Captain Holms, will be despatched for the above Ports on SATURDAY, the 25th inst. at Noon.  
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.  
 The Steamer is installed throughout with the Electric Light.  
 A Stewardess and a duly qualified Surgeon are carried.  
 N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.  
 For Freight or Passage, apply to  
**GIBB, LIVINGSTON & Co.,**  
 Agents.  
 Hongkong, 3rd April, 1906. [79]

**COMPAGNIE DES MESSEGERIES MARITIMES.**  
**FRENCH MAIL STEAMERS.**

**STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, INDIA, ADEN, DJIBOUTI, EGYPT, MARSEILLES, LONDON, HAVRE, BORDEAUX, MEDITERRANEAN AND BLACK SEA PORTS.**  
**THE Steamship**  
**"ERNEST SIMONS"**  
 Captain Bourdon, will be despatched for MARSEILLES on TUESDAY, the 1st May, at 1 P.M.  
 This Steamer connects at Colombo with the Australian line as Yarra, bound for Marseilles via BOMBAY and Aden.  
 Passage tickets and through Bills of Lading issued for above ports.  
 Cargo also booked for principal places in Europe.  
 Next sailings will be as follows:  
**S.S. "POLYNESIE"** ... 15th May.  
**S.S. "CALEDONIE"** ... 29th May.  
**S.S. "SALEAZIE"** ... 12th June.  
**S.S. "SALAZIE"** ... 26th June.  
**S.S. "TOURANE"** ... 10th July.  
**G. de CHAMPEAUX,**  
 Agent.  
 Hongkong, 18th April, 1906. [2]

**FOR NEW YORK VIA PORTS AND SUEZ CANAL.**

**WITH LIBERTY TO CALL AT THE MALABAR COAST.**

**THE Steamship**  
**"SENECA"**  
 Captain Grimes, will be despatched as above on or about the 4th May.  
 For Freight or other information, apply to  
**STANDARD OIL COMPANY OF NEW YORK,**  
 Oriental Freight Department,  
 Hotel Mansions.  
 Hongkong, 5th April, 1906. [312]

**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR Fiume and Trieste (DIRECT),**  
 Calling at SINGAPORE, PENANG, BANGKOK, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 (Taking Cargo at through rates to the BRAZILS, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADELIANTO PORTS).  
**THE Chartered Steamship**  
**"FILIPPO ARTELLI"**  
 Captain Radonich, will be despatched as above on or about the 8th May.  
 This Steamer has accommodation for passengers. Electric light and carries a doctor.  
 For information as to Passage and Freight, apply to  
**SANDER, WIELER & Co.,**  
 Agents.  
 Hongkong, 16th April, 1906. [3]

**FOR VLADIVOSTOK.**

**THE Steamship**  
**"ORANGE BRANCH"** 3435 Tons.  
 will have quick despatch for VLADIVOSTOK to be followed by  
**"VINE BRANCH"** 2662 Tons.  
 For Freight, etc., apply to  
**DODWELL & Co., Ltd.,**  
 Agents.  
 Hongkong, 21st April, 1906. [938]

**HONGKONG-MACAO LINE.**

**S.S. "WING CHAI"**  
 Captain T. Austin, R.N.E.  
 This Steamer departs from Hongkong, on Week Days, at 7.30 a.m.; and on Sundays at 8.30 a.m.; Departs from Macao on Week Days about 2.30 p.m. and on Sundays at 5.30 p.m. if tide permits.  
**FARES**—(week days) 1st Class (including cabin and servant), Single \$3, Return Ticket \$5. 2nd Class \$1. 3rd Class 50 cents.  
 Every Sunday will be on Excursion, at the following rates:  
 1st & 2nd Class, Single Ticket \$2, Return \$3. 1st Class, Single with Cabin \$3, Return \$5. 3rd Class, Single 50 cents, Return 80 cents. Storage 10 cents.  
 Meals can be supplied on board, at \$1 per meal.  
 First Class Passengers who do not care to return on the Excursion Sunday will be allowed to do so the following day (Monday) on production of the Return Half Ticket. Should the Steamer not run on the Monday, owing to the Boiler cleaning, due notice will be given by the Captain, and the Half Ticket will be available for the following day.  
 The Steamer is lit throughout by Electricity.  
 The Steamer's Wharf at Hongkong is at the Western end of Wing Lok Street.  
**MING ON & CO.**  
 2nd Floor, 16, Victoria Street.  
 Hongkong, 7th October, 1904. [21]







## POST OFFICE NOTICES.

The *Prinz Heinrich*, with the German mail of the 27th ultimo, left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here at 6 p.m., this evening.

The *Caledonia*, with the French mail of the 30th ultimo, left Singapore on Monday, the 23rd inst., at 4 p.m., and may be expected here on or about Monday, the 30th inst. This packet brings replies to letters despatched from Hongkong on the 24th February.

## MAILS WILL CLOSE

FOR	PER	DATE
Hongkong	Hongkong	Tuesday, 24th, 9.00 A.M.
Bangkok	Bangkok	Tuesday, 24th, 1.00 P.M.
Macao	Macao	Tuesday, 24th, 1.15 P.M.
Singapore, Penang and Calcutta	Singapore	Tuesday, 24th, 2.00 P.M.
Manila	Manila	Tuesday, 24th, 3.00 P.M.
Shanghai	Shanghai	Tuesday, 24th, 3.00 P.M.
Singapore and Shanghai	Singapore	Tuesday, 24th, 3.00 P.M.
Singapore	Singapore	Tuesday, 24th, 3.00 P.M.
London and Peking	London	Tuesday, 24th, 5.00 P.M.
Bombay, Yokohama and Kobe	Bombay	Tuesday, 24th, 5.00 P.M.
Hongkong, Yokohama and Kobe	Hongkong	Wednesday, 25th, 10.00 A.M.
Singapore	Singapore	Wednesday, 25th, 10.00 A.M.
Saigon	Saigon	Wednesday, 25th, 10.00 A.M.

## EUROPE, A.C. INDIA VIA TUTICORIN

(Late Letters 11.00 to 11.30 A.M. Extra Postage 10 cents.)

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

## Macao, Singapore and Bangkok

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

## SHANGHAI, NAGASAKI, KOBE, YOKOHAMA

HONGKONG AND SAN FRANCISCO

(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)

## Macao, Singapore and Bangkok

Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.

## TO-DAY.

Sale, Rare Old Peking Curious, Sales Rooms, Mr. F. Kline, 23 p.m.

Regular Convocation of Victoria Chapter, Freemasons' Hall, 8.30 p.m.

## TO-MORROW.

Sale, Sundry Goods, Sales Rooms, Mr. F. Kline, 11 a.m.

Extraordinary General Meeting, Offices of the National Bank of China, 3.15 p.m.

Emergency Meeting of Bothen Mark Lodge, Freemasons' Hall, 5 for 5.30 p.m.

## COMMERCIAL.

## CLOSING QUOTATIONS.

ON LONDON.	At 3.30 p.m.
Telegraphic Transfer	20 1/2
Bank Bills, on demand	20 1/2
Bank Bills, at 30 days sight	20 1/2
Bank Bills, at 4 months sight	20 1/2
Credit, at 4 months sight	20 1/2
Dormitory Bills, 4 months sight	20 1/2
ON PARIS.	At 3.30 p.m.
Bank Bills, on demand	250 1/2
Credit, at 4 months sight	250 1/2
ON GERMANY.	At 3.30 p.m.
Bank Bills, on demand	21 1/2
Credit, at 4 months sight	21 1/2
ON NEW YORK.	At 3.30 p.m.
Bank Bills, on demand	50 1/2
Credit, at 4 months sight	50 1/2
ON BOMBAY.	At 3.30 p.m.
Telegraphic Transfer	154 1/2
Bank Bills, on demand	155 1/2
Bank Bills, at 30 days sight	155 1/2
Bank Bills, at 4 months sight	155 1/2
Credit, at 4 months sight	155 1/2
ON SHANGHAI.	At 3.30 p.m.
Bank Bills, on demand	71 1/2
Credit, at 4 months sight	71 1/2
ON HONGKONG.	At 3.30 p.m.
Bank Bills, on demand	101 1/2
Credit, at 4 months sight	101 1/2
ON SINGAPORE.	At 3.30 p.m.
Bank Bills, on demand	14 1/2
Credit, at 4 months sight	14 1/2
ON MANILA.	At 3.30 p.m.
Bank Bills, on demand	124 1/2
Credit, at 4 months sight	124 1/2
ON CANTON.	At 3.30 p.m.
Bank Bills, on demand	2 1/2
Credit, at 4 months sight	2 1/2
ON HANKOW.	At 3.30 p.m.
Bank Bills, on demand	62 1/2
Credit, at 4 months sight	62 1/2
ON SOERABAYA.	At 3.30 p.m.
Bank Bills, on demand	18 1/2
Credit, at 4 months sight	18 1/2
ON BATAVIA.	At 3.30 p.m.
Bank Bills, on demand	30 1/2
Credit, at 4 months sight	30 1/2

## OPTUM.

Quotations are—	Allow'ce net to 1 cent.	April 23rd.
Malwa New	to	per picul.
Malwa Old	to	"
Malwa Older	to	"
Malwa V. Old	to	"
Persian fine quality	to	"
Persian extra fine	to	"
Persian New	to	per chest.
Persian Old	to	"
Bombay New	to	"
Bombay Old	to	"

## VESSELS EXPECTED.

The *I.G.M. str. P. E. Friedrich* left Shanghai on Saturday, the 21st inst., at 6 p.m., and may be expected here on or about Tuesday, the 24th inst., at daylight.

The *I.G.M. str. Prinz Heinrich* left Singapore on Friday, the 20th inst., at 5 p.m., and may be expected here on or about Tuesday, the 24th inst., at daylight.

The *M.M. str. Caledonia* left Singapore on the 23rd inst., at 4 p.m., for this port via Saigon.

The *C.P.R. steamer Empress of Japan* left Vancouver on Monday, p.m., the 9th inst., for Hongkong via the usual ports of call.

The *str. Bombay Maru* (N.Y.K. Line) left Mombasa on Monday, p.m., the 9th inst., and is expected to arrive here on the 24th inst.

The *str. Kanagawa Maru* (N.Y.K. Line) left Mombasa on Monday, p.m., the 9th inst., and is expected to arrive here on the 24th inst.

## JOINT STOCK SHARES.

COMPANY.	PAID UP.	QUOTATIONS.
Alhambra	\$200	\$100.
Banks—		
Hongkong & S'hai	\$125	\$865, sales & buy
National B. of China	25	\$40, buyers
A. Shares	25	\$77, buyers
China Bank	25	\$81, buyers
China Light & P. Co.	25	\$10, buyers
China Provident	25	\$9, buyers
Cotton Mills—		
Ewo	100	\$10, buyers
Hongkong	100	\$10, buyers
International	100	\$10, buyers
Loan Kong	100	\$10, buyers
Soyabean	100	\$10, buyers
Dairy Farm	100	\$10, buyers
Docks and Wharves—		
Farnham, B. & Co.	100	\$120, buyers
H. & K. Wharf & G.	100	\$104, buyers
H. & W. Dock	100	\$105, buyers
New Ancey Dock	100	\$17, buyers
S'hai & H. Wharf	100	\$10, buyers
Penwick & Co., Geo.	100	\$21, buyers
G. Island Cement	100	\$20, buyers
Hongkong & S'hai	100	\$10, buyers
Hongkong Electric	100	\$10, buyers
Do. New	100	\$10, buyers
H. H. L. Tramways	100	\$23, buyers
Hongkong Hotel Co.	100	\$13, buyers
Hongkong Ice Co.	100	\$23, buyers
Hongkong Kope Co.	100	\$10, buyers
Hongkong Waterworks	100	\$10, buyers
Insurance—		
China Fire	100	\$35, buyers
China Traders	100	\$35, buyers
Hongkong Fire	100	\$35, buyers
North China	100	\$10, buyers
Union	100	\$70, buyers
Yangtze	100	\$10, buyers
Land and Building—		
Hongkong Land	100	\$117, buyers
Humphrey's Estate	100	\$11, buyers
Kowloon Land & B.	100	\$11, buyers
West Point Building	100	\$11, buyers
Mining—		
Charbonnages	100	\$40, buyers
Rams	100	\$4, buyers
Philippine Co.	100	\$4, buyers
Refineries—		
China Sugar	100	\$175, buyers
Luzon Sugar	100	\$175, buyers
Steamship Companies—		
China and Manila	100	\$15, buyers
Douglas Steamship	100	\$15, buyers
H. Canton & M.	100	\$15, buyers
Indo-China S.N. Co.	100	\$15, buyers
Shell Transport Co.	100	\$15, buyers
Star Ferry	100	\$15, buyers
Do. New	100	\$15, buyers
Shanghai & H. Dyeing	100	\$15, buyers
South China M. Post.	100	\$15, buyers
Steam Laundry Co.	100	\$15, buyers
Do. New	100	\$15, buyers
Stores & Dispensaries—		
Campbell, M. & Co.	100	\$10, buyers
Powell & Co., Wm.	100	\$10, buyers
Watkins	100	\$10, buyers
Watson & Co., A.S.	100	\$10, buyers
United Assurance	100	\$10, buyers
Do. Foundry	100	\$10, buyers

## HONGKONG TIDE TABLE.

From April 24th to 30th, 1906.

To correct Zone Time add 23 min. and 18 sec.

High Water.	Low Water.
Mean Time.	Mean Time.
Day of Month.	Day of Month.
Tues. 24	24
Wed. 25	25
Thurs. 26	26
Fri. 27	27
Sat. 28	28
Sun. 29	29
Mon. 30	30

**NAPIER JOHNSTONES' SQUARE BOTTLE WHISKY.**

**SQUARE BOTTLE WHISKY.**

**NAPIER JOHNSTONES' SQUARE BOTTLE WHISKY.**

**SHIPPERS**

**CUTLER, PALMER & CO., LONDON**

**AGENTS**

**LANE, CRAWFORD & CO.**

**HONGKONG**

TO LET.

Large Office on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—

REUTER, BROCKELMANN & Co.,

Princes Buildings.

Hongkong, 20th March, 1906. [678]

TO LET.

Large Office on corner overlooking Des Vaux Road; coolie quarters and all modern conveniences. Telephone and Electric Light fittings installed. Apply—

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REUTER, BROCKELMANN & Co.,

Princes Buildings.

Hongkong, 20th March, 1906. [678]

## TO LET.

NO. 3 and 4, "FAIRVIEW" ROBINSON ROAD, Kowloon.

1st and 2nd FLOOR No. 12, Queen's Road Central.

Kowloon Marine Lot 47 with Wharf

Apply to—

LEIGH & ORANGE,

1, Des Vaux Road,

Hongkong, 29th March, 1906. 501

## TO BE LET.

NO. 4, LOWER MOSQUE TERRACE.

Apply to—

NO. 3, LOWER MOSQUE TERRACE.

Dated the 4th day of April, 1906. [810]

## TO LET.

SEVEN EUROPEAN HOUSES, late F. Blackhead & Co. and Shewan, Tomes & Co.'s Offices, Ground Floors and Top Floor with Godowns can be let separately on lease or on long lease.

Apply to—

CHUNG SHUN KCO.

First Floor, No. 10, Queen's Road Central

Hongkong, 19th July, 1905. [81]

## TO LET.

FURNISHED ROOMS, with or without Board, Near Ferry, Kowloon, Tennis Court attached.

Apply—

"M. E."

Care of "Daily Press" Office.

Hongkong, 2nd March, 1906. 843

## TO LET.

SEYMOUR ROAD LOWER, No. 31.

CAINE ROAD, No. 59.

STONEHAVEN, Robinson Road, No. 35.

TANG YUEN, McDonnell Road, No. 18 (5 Rooms).

ICE HOUSE STREET, No. 6 (1st Floor).

PRAYA EAST, No. 90, (Godown).

Apply to—

SAM WANG CO. LD.

81, Queen's Road Central.

Hongkong, 6th February, 1906. 368

## TO LET.

GODOWN, No. 3, NEW PRAYA, Kennedy Town.

Apply to—

HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 28th June, 1905. [78]

## TO LET.

NO. 7, MOSQUE TERRACE.

Possession on the 1st May, 1906.

Apply to—

No. 1, MOSQUE TERRACE.

Hongkong, 3rd April, 1906. [790]

## TO LET.

NOS. 5, 6 & 21, BELLIOS TERRACE

No. 4, ALBANY.

Nos. 6 & 7, DES VOUX VILLAS, Peak

"EROCKHURST," Peak, from 1st March, 1906.

"CLOVELLY," Peak Road, furnished, Hot and Cold Water laid on to Bathrooms; Electric Light throughout the House. Two Tennis Courts and Garden.

24, BELLIOS TERRACE, Corner House.

BUNGALOW (furnished), at New Territory, Kowloon, 4 Rooms, Low rental.

2nd FLOOR in Central position, containing Four Large Rooms, Ante-room and Lavatory, &c., with use of Electric Lift. Well suited for Office.

Apply to—

LINSTEAD & DAVIS.

3rd Floor, Alexandra Buildings.

Hongkong, 7th February, 1906. 183

## TO LET.

"THE ACACIAS" & "THE GROVE," having 26 ROOMS, with TENNIS COURT and Detached Out-houses and Kitchens, situated in Robinson Road, Kowloon. Well ventilated; Electric Lights and Bells completely installed.

Suitable for a First-Class Hotel.

Apply to—

E. M. HAZELAND.

35, Queen's Road Central.

or

WING ON, Contractor,

34, D'Aguilar Street.

Hongkong, 21st April, 1906. [933]

## TO LET.

TWO GODOWNS, at East Point, close to the Water, suitable for the Storage of any Cargo.

Floor Area, 9,100 square feet each.

Apply to—

JARDINE, MATHESON & CO.

Hongkong, 20th January, 1906. 256

## HONGKONG CLUB.

## TO LET.

TWO ROOMS on the Ground Floor of the annex, from 1st September next, suitable for Office. For particulars apply to the undersigned.

C. H. GRACE,

Secretary.

Hongkong, 1st June, 1905. 110

## TO LET.

HOUSES in AUSTIN AVENUE, Kowloon.

No. 4, SALISBURY AVENUE, Kowloon.

No. 7, EAST TERRACE, Kowloon, furnished. For 4 months from 1st of May next.

Apply to—

HUMPHREYS ESTATE & FINANCE CO., LD.

Agents.

Hongkong, 4th April, 1906. [390]

## TO LET.

TWO FURNISHED ROOMS in Private House, Suit Married Couple or Gentleman. Tennis Court.

Apply—

Care of "Daily Press" Office.

Hongkong, 19th April, 1906. [911]

## TO LET.

NO. 2, MACDONNELL ROAD.

GODOWN (Small) No. 32A, Praya East.

Apply to—

COMPTON'S DEPARTMENT,

Nippon Yusen Kaisha.

Hongkong, 3rd June, 1905. [80]

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. AND THE CHINA NAVIGATION CO., LD.

## HONGKONG-CANTON LINE.

S.S. "HONAM," 2,883 tons, Captain H. D. Jones.

S.S. "POWAN," 2,338 tons, Captain W. A. Valentine.

S.S. "FATSHAN," 2,260 tons, Captain R. D. Thomas.

S.S. "HANKOW," 2,073 tons, Captain C. V. Lloyd.

S.S. "KINSHAN," 1,995 tons, Captain J. J. Leedra.

Departures from Hongkong to Canton daily at 8.30 a.m. (Sunday excepted), 2 p.m. and 10.30 p.m. (Saturday excepted).

Departures from Canton to Hongkong daily at 8.30 a.m., 2 p.m. and 5.30 p.m. (Sunday excepted).

These Steamers, carrying His Majesty's Mails, are the largest and fastest on the River. Special attention is drawn to their Superior Saloon and Cabin Accommodation.

## SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

HONGKONG-MACAO LINE.

S.S. "HEUNGSHAN," 1,998 tons, Captain G. F. Morrison, R.N.A.

Departures from Hongkong to Macao on week days at 2 p.m., on Sundays at Noon, except what otherwise notified by Express.

Note.—During the Summer Months the time of leaving fluctuates to suit the tide at Macao.

See Special Summer Time-table.

Departures from Macao to Hongkong daily at 8 a.m.

## CANTON-MACAO LINE.

S.S. "LUNGSHAN," 219 tons, Captain T. Hamlin.

This Steamer leaves Canton for Macao every Tuesday, Thursday and Saturday 8 a.m. and leaves Macao for Canton every Monday, Wednesday and Friday at 7.30 a.m.

## JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD. THE CHINA NAVIGATION CO., LD. AND THE INDO-CHINA STEAM NAVIGATION CO., LD.

## CANTON-WUCHOW LINE.

S.S. "SAINAM," 588 tons, Captain J. Wilcox.

S.S. "NANNING," 588 tons, Captain C. Butchart.

One of the above Steamers leaves Canton for Wuchow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuchow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. These vessels have Superior Cabin Accommodation and are lighted throughout by electricity.

Further particulars may be obtained at the Office of the—

## HONGKONG, CANTON AND MACAO STEAMBOAT CO., LD.

Hotel Mansions (First Floor), opposite the Hongkong Hotel; or of BUTTERFIELD & SWIRE, Agents, CHINA NAVIGATION CO., LD.

## TO LET.

NO. 15, KNUTSFORD TERRACE KOWLOON.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 2nd December, 1905. [77]

## HOTEL MANSIONS.

ROOMS TO LET on the 4th Floor, Unfurnished, as Offices or Chambers.

Apply to—

THE SECRETARY,

Hongkong Hotel Co., Ltd.

Hongkong, 9th March, 1906. 583

## TO LET.

"HAYTOR"—The PEAK, Immediate possession.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 19th March, 1906. 665

## OFFICE TO LET.

IN ALEXANDRA BUILDINGS.

Apply to—

A. S. WATSON & CO., LTD.,

Alexandra Buildings.

Hongkong, 23rd April, 1906. [946]

## TO LET.

"LIGONELL," near Peak Tram Station, Furnished, from 1st June to 30th September.

Apply to—

S. J. DAVID & CO.

Hongkong, 23rd April, 1906. [944]

## TO LET.

SUITABLE for Office, ONE ROOM in Prince's Buildings.

Apply to—

LAUTS, WEGENER & CO.

Hongkong, 4th March, 1905. 84

## TO LET.

FURNISHED or UNFURNISHED, No. 4, Robinson Road, 3 Rooms, corner House, central position.

Apply to—

Care of "Daily Press" Office.

Hongkong, 17th April, 1906. [894]

## TO LET.

NEW "KINGSCLERE" with Stables, entrances in both Kennedy and McDonnell Roads.

For full particulars, apply to—

LINSTEAD & DAVIS,

Alexandra Buildings, 3rd Floor.

Hongkong, 17th February, 1905. 82

## TO LET.

TWO LARGE OFFICES on the First Floor of No. 34, Queen's Road Central, opposite the Post Office. Possession on or after the 10th December, 1905.

Apply to—

WONG CHEE SANG,

Care of YEE SANG FAT & CO.

Hongkong, 30th November, 1905. 107

## TO LET.

OFFICES in KING'S BUILDING and YORK BUILDING.

GODOWNS in PRAYA EAST.

A BUILDING at Causeway Bay, formerly in occupation of the Steam Laundry Co., Ltd.

A HOUSE in CLIFTON GARDENS, Clifton Road.

A HOUSE in WONG NEI CHONG ROAD.

A HOUSE in KOWLOON TERRACE.

FLATS in MORETON TERRACE.

Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD